

AMERICAN

OFFICE 132 BROADWAY,

Factory 286 and 288 Seventh Avenue, New York.

RAILROAD JOURNAL.

FOR PASSENGER AND FREIGHT, BOX, PLATFORM, COAL
AND ONE CAR.

BENTHAM THORPE, L. W. RHEINBERGER,

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.



SATURDAY, JUNE 12, 1869.

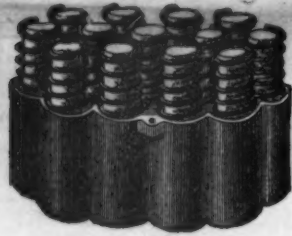
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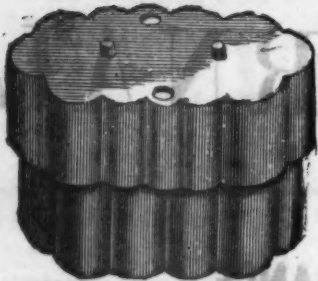
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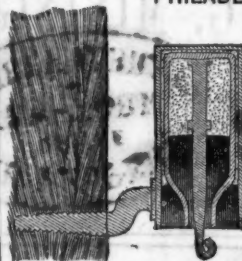
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American Railroad Journal.

New York Saturday, June 13, 1869.

New York Manufactures. OUR MACHINE-SHOPS.

A recent visit to the establishment of WILLIAM D. ANDREWS & BROTHER, No. 414 Water street, put us in possession of the following facts in relation to their manufactures. Their works were established in 1858, and are devoted exclusively to the manufacture of original patented inventions and the tools used in their construction.

Among their successful inventions are the following:

ANDREWS' PATENT CENTRIFUGAL PUMP.

This Pump, by means of wings upon a Conical Revolving Disc, communicates Centrifugal Motion to the water, which is carried through an easy curved passage to the discharge pipe. There being no angles in the passages, no rubbing surfaces in the pumps, and the flow of water being continuous in one direction, they require but very little power to run them, and possess durability far beyond any pumps we have seen. They are especially adapted to irrigating and draining lands, wrecking, freeing coffer dams, dry docks, &c., as they can pass large quantities of sand, gravel, &c., without injury or derangement. These

pumps have a world-wide reputation and are in use in every quarter of the globe. Fourteen sizes are made, of capacities ranging from 90 gals. to 40,000 gals. per minute.

ANDREWS' PATENT OSCILLATING ENGINE.

This engine effectually overcomes the objections to the usual forms, caused by the difficulty of rendering the trunnions steam-tight, and the tendency of the piston to wear the cylinder oval. The piston has no elastic packing, and its rod passing through glands in both cylinder-heads keeps it out of rubbing contact with the cylinder, so that after five years' use the tool-marks are not worn from it.

The trunnions, which are solid, revolve in trunnion-boxes, and are capable of adjustment by set-screws, when required. This firm also make double engines, which having the cylinders set at right angles, are without dead-points, and which can be instantaneously reversed by a simple valve turning the steam into the exhaust pipe, and the exhaust into the steam pipe. The cranks are all bent, so as to leave the fibre of the metal continuous, thus preserving the strength of the shaft. Nearly a thousand engines have been built by this firm within nine years, and they have become well-known and very popular. The cylinders made for these engines are also used as vacuum-pumps.

ANDREWS' PATENT SMOKE-BURNING TUBULAR BOILER.

In this boiler the fire place extends over the entire horizontal area, with the exception of the water-legs, which entirely surround it. The tubes extend the entire length of the boiler in two series; the first being in the water space below, and the return series in the steam space above, the heated gases passing from the fire-place into a breeching in which they are mingled with oxygen admitted from the atmosphere, creating a thorough combustion of the gases, and preventing all smoke; from the breeching the highly heated gases pass in a bright flame through the lower series of tubes in the water space, (extending through the entire length of the boiler,) are received into a second breeching and returned by the second series of tubes in the steam space, again through the boiler, and escape by the smoke pipe at the rear. By this arrangement a

large per centage of fuel is saved, the nuisance of smoke avoided, and the steam super-heated to the proper degree for economical use in the engine, while the boiler occupies much less room than the ordinary tubular varieties having the same power.

ANDREWS' PATENT DIFFERENTIAL FRICTION HOISTERS.

These machines are made portable or stationary as required, and are peculiarly valuable in establishments where variable weights are to be raised, as they may be instantaneously changed to run at different velocities without stopping. The drum-shaft, carrying two or more large grooved wheels of different diameters, revolves in bearings in eccentrics at each end, by turning which, either wheel is instantly thrown in or out of gear with one of the smaller grooved wheels or pinions upon the Engine Shaft, each of which gives a different velocity to the drum.

A weight can be raised, lowered or held stationary, even without the use of a brake, (with which each is provided,) by merely changing a lever back and forth, the engine being in continuous motion, and all is accomplished entirely without noise.

These hoisters are made capable of lifting from 1,000 to 25,000 pounds each, and, as arranged with the oscillating engines, are very light and strong, and occupy less room than any other style of the same capacity.

The machines built by this firm have a standard reputation, and it is claimed that for simplicity of design, economy of working, compactness and excellence of workmanship, they are each unequalled for their several purposes.

About one hundred men are employed, and are capable of producing one engine per day, and the other machines in like proportion.

Commerce and Navigation.

From the monthly report of the Bureau of Statistics, just issued, it appears that the imports into the United States during the quarter ending December 31, 1868, amounted to \$82,969,913; and the total imports for the year 1868, to \$381,336,657. During the same periods the exports amounted to \$11,111,840 and \$341,347,528; and the re-exports to \$4,225,261 and \$20,835,802, respectively.

The proportion of the foregoing carried by

American and foreign vessels, during the three months ending Dec. 31, 1868, was as follows:

	American.	Foreign.
Imports	\$24,963,657	\$58,056,756
Exports	40,917,009	70,194,831
Re-exports	1,954,350	2,227,111

It will thus be seen that over 57 per cent. of our imports, 41½ per cent. of our domestic exports, and 90 per cent. of our re-exports for the period mentioned have been transported in foreign vessels.

The total value of domestic commodities remaining in warehouse Dec. 31, 1868, was \$39,722,872.

The number and tonnage of American and foreign vessels entered into and cleared from the United States in the foreign trade during the years 1867 and 1868, was as follows:

Entered—		Foreign Vessels.—	
(American Vessels.—)		No.	Tons.
1867.....	9,795 4,023,493	15,956	4,115,575
1868.....	10,094 3,387,898	17,875	4,812,457

Cleared—		Foreign Vessels.—	
(American Vessels.—)		No.	Tons.
1867.....	9,723 4,218,464	16,420	4,369,689
1868.....	9,858 3,412,209	18,143	5,007,521

Tonnage of vessels engaged in the coastwise trade:

	Entered.	Cleared.
1867.....	24,013,114	23,365,296
1868.....	25,937,259	25,108,375

Pacific Railroad of Missouri.

The earnings of this road for the fiscal years ending February 29, 1868, and February 28, 1869, were as follows:

	1868.	1869.
From passengers....	\$1,264,398 01	\$1,302,357 81
" freight	1,584,749 59	1,676,469 16
" express	109,483 79	62,715 32
" mails	45,049 92	45,049 92
	\$3,003,681 31	\$3,086,591 71

Expenses, viz:

Repairs of road bed..	\$60,033 36	\$37,525 96
" track	550,656 47	586,463 56
" bridges	34,605 91	29,511 49
" structures..	66,480 10	30,189 43
" engines....	146,521 39	132,580 22
" cars	181,455 52	146,716 55
" tools, etc...	7,045 25	7,588 25
Fuel consumed	236,492 54	104,272 63
Oil and waste	32,260 75	32,798 26
Gen'l superintendence	22,764 86	27,285 39
Agents and clerks...	80,855 33	107,458 74
Train hands	239,517 37	252,856 66
Port's, flagmen, watchmen & switchmen.	92,041 62	86,736 35
Handling freight....	87,376 15	69,380 70
Loss and damage....	31,122 61	41,634 85
Office expenses, stationery, print'g, etc.	39,498 20	34,268 39
Telegraphing	21,566 92	23,830 45
Taxes on passenger receipts	32,652 41	30,417 64
Expenses for trains..	30,561 67	20,308 08
All other expenses...	37,117 95	58,629 57
	\$2,080,626 38	\$1,959,653 17

Net earnings.....\$973,054 93 \$1,126,938 54

Compared with the previous year, the gross earnings of 1868-'69 show an increase of \$82,910 40, with a decrease in expenses of \$70,973 21—making the increase in net earnings \$153,883 61. The operating expenses in 1868-'69 were 63.49 per cent. of gross earnings; in 1867-'68 they were 67.60; in 1866-'67, 73.10.

The gross earnings of the Missouri River Railroad, between State Line and Leavenworth, 26 miles, for the year ending Feb. 28, 1869 were: from passengers, \$46,999 70; freight, \$24,200 82; mails, \$2,599 92—total, \$73,799 94.

The gross earnings of the Osage Valley and Southern Kansas Railroad, between Tipton and Boonville, for the four months ending Feb. 28, 1869 were: from passengers, \$5,283 72; freight, \$2,295 71—total, \$7,579 43. The president in his report says:

In accordance with the provisions of an act of the General Assembly of the State of Missouri, authorizing the purchase by the Pacific Railroad Company of the claim of the State upon the road to five millions of dollars in State bonds, that amount of bonds has been paid to the State, and a deed dated October 10th, 1868, conveying to the Pacific Railroad Company all claims, title and interest which the State of Missouri had upon said railroad, has been executed by the Governor, and delivered to the railroad.

To provide for this purchase from the State of Missouri, and take up the Dresden bonds as they mature, the company has issued seven millions of dollars in first mortgage gold bonds, payable twenty years from August 1st, 1868, with coupons payable semi-annually, in gold, at six per cent. per annum, free from internal revenue tax.

Only \$3,599,000 of the seven millions have been disposed of, and the members of the Finance Committee, to whom these negotiations were intrusted, are still liable, including interest, for some \$1,230,000, borrowed by them to purchase Missouri State bonds.

If from the \$3,441,000 in first mortgage bonds now unsold, \$500,000 should be held to provide for that amount of Dresden bonds maturing April 1st, 1870, and the remaining \$2,941,000 sold at the rates heretofore obtained, a sufficient sum would be realized to pay the liabilities incurred by the Finance Committee, also the entire present floating debt of the company, and, except that a change of gauge has become necessary, from the requirement of business as well as the provision of the law under which the purchase of the State claim was made, the company would within two months, probably, be relieved from all liabilities except the funded debt of \$7,879,000.

In preparation for the change of gauge contracts have been made for the construction of 46 locomotives, 350 cars, 100 sets of trucks, and 1,500 tons of rails, to cost in the aggregate \$1,090,000, to which must be added the expense of changing the present rolling stock, and removing the rail, amounting to \$130,000, requiring a total expenditure of \$1,220,000, for which some provision must soon be made. Of the same, \$320,000 can be realized from the unsold real estate bonds, and probably \$300,000 from the earnings of the road; but it will be necessary to incur \$600,000 from some other source. From the improved financial condition of the company a more economical operation of the road has become practicable, but there should, if possible, be no floating debt; and if this \$600,000 can be funded by the close of the current fiscal year, (with the same prosperity as that of the past,) the railroad will be entirely finished, fully equipped, and earning \$1,100,000 net per annum, with no very material liability, except a funded debt of \$8,800,000.

Notwithstanding the reduction in rates for transportation of both freights and passengers, the earnings have increased \$82,910 40; while the expenses are reduced \$70,973 21, making a net increase of \$153,883 61; the total earnings for the year being \$3,086,591 71; the operating expenses, \$1,959,653 17, and the net earnings, \$1,126,938 54; the road having been operated at an expense of 63.49 per cent. of the gross earnings. Besides the amount of \$257,527 83 expended upon account of construction, and the expenditures for interest and purchasing the State claim, the floating debt other than that incurred for pur-

chase of Missouri bonds, has been reduced \$334,000.

The Osage Valley and Southern Kansas Railroad, extending from Tipton to Boonville, twenty-five miles, was opened for business in November last, and is now operated by this railroad under a lease for the term of thirty years; that company to receive thirty-five per cent. of the gross earnings upon said road.

Surveys and estimates have been made for a railroad from Pleasant Hill to Fort Scott, and new connecting lines will soon be opened from Sedalia to Lexington, and between Leavenworth and Atchison.

As another competing road to Kansas City is now in operation, and several different lines are being constructed which will compete for the business from the Southwest, now controlled by this railroad, it becomes very important that the affairs of this company should be conducted with great energy and enterprise, and every effort made to extend its connections, and to develop and command the business which may otherwise be diverted by rival lines.

It is most especially desirable that roads from our line to Fort Scott, and between Pleasant Hill and Lawrence, or Topeka, should at an early day be either constructed or operated under the control of this railroad.

The road bed, superstructure, rolling stock and property of the company, as well as its business and prospects, are now believed to be in a better and more prosperous condition than at any previous period; and if its Directory shall be enabled to offer favorable terms for leasing the branch roads, now about to be constructed, and extend its connections in Kansas, and with the Kansas Pacific Railroad, it will soon become one of the most important enterprises in the country, rendering it a source of profit to the stockholders, and adding largely to the wealth and prosperity of our city and State.

The company have 20 passenger and 32 freight locomotives; 48 passenger, 6 mail, 20 baggage and express, 185 stock, 268 box, 216 flat, 29 caboose, 1 paymaster's, 2 magazine and 4 tool and wrecking cars. The Sleeping Car Co. have on the road 4 sleeping coaches; and the St. Louis and Pacific Express Freight Line, 60 box cars.

Number of miles run, passenger trains, 581,385; freight and switching, 874,385; gravel and wood, 138,765—total, 1,594,535, at a cost for fuel, oil and waste, engine and firemen, labor and materials for repairs, of \$447,771 76. Miles run to cord of wood, 35.4; to ton of coal, 30.6; to pint of oil, 16. Cost per mile run with wood for fuel, 12.51; with coal, 10.26—average, 11.59. Total cost per mile run, 28.39.

The receipts from all sources, and expenditures during the year ending February 28, 1869, were:

Balance March 1, 1868.....	\$147,297 33
Received for county bonds and warrants	30,670 82
Received for land note	230 43
Received for sale of town lots	2,993 52
Received for transp....	\$3,023,988 58
Less exp. and repairs. 1,959,653 17	
	1,064,335 41
Received for Real Estate Security bonds sold	30,000 00
Received for Pacific Railroad bonds sold	\$3,544,000 00
Less discount & commissions	154,770 03
	3,389,229 97
Discount on Missouri bonds received by the State at par	334,186 63
Advanced by Clark, Dodge & Co., on account State purchase	109,926 92
Bills payable—received for notes issued	801,274 21
Total	\$6,210,145 24

Paid for construction.....	\$170,245 79
Rolling stock and machinery.....	64,585 81
Construction Missouri River R. R.	8,644 70
Construction Boonville Branch.....	11,510 95
Experimental survey from Holden and Pleasant Hill to Fort Scott....	2,540 55
Office expenses and stationery.....	28,201 26
Interest account.....	369,047 01
Accounts audited.....	28,218 49
Contingencies.....	60,252 12
State of Missouri.....	5,000,000 00
Mortgage construction bonds.....	20,000 00
Balance as per general statement..	451,898 53

Total, as above.....\$6,210,145 24

The balance, (\$451,898 53) is accounted for as follows:

Due by Southwest Branch.....	\$65,215 44
Cancelled debts.....	205,680 97
Suspended debts.....	3,667 12
Cash in hands of fund commissioner..	8,970 90
Materials in hands of Superintendent	79,907 14
Master Mechanic.....	68,450 44
Bills receivable.....	3,000 00
Pacific Railroad stock.....	9,300 00
Due by railroad and express compa- nies.....	15,296 40

\$459,488 41

Less due Missouri River Railroad and
Boonville Branch..... 7,589 88

Total.....\$451,898 53

The General Financial Statement of the com-
pany up to March 1, 1869, is as follows:

Capital stock.....	\$3,645,186 05
Land Grant sales and rents.....	219,540 43
Total receipts for transportation....	16,987,573 79
Mortgage Construction bonds.....	1,480,000 00
St. Louis County bonds.....	700,000 00
Real Estate Security bonds.....	179,000 00
Pacific Railroad bonds.....	3,544,000 00
State claim purchase—difference be- tween State claim and amount paid.....	2,000,000 00
Clark, Dodge & Co., for advances on account State claim purchase..	109,926 92
Bills payable.....	1,450,829 29
Accounts audited.....	133,507 69

\$30,449,564 17

Construction.....	\$11,646,887 84
Rolling stock and machinery.....	2,260,241 25
Missouri River Railroad.....	19,546 56
Boonville Branch.....	11,510 95
Experimental survey.....	2,540 55
General expenses.....	2,648,851 59
Interest, discount and commissions	557,786 36
Land Grant expenses.....	7,214 78
Interest on State bonds charged to transportation to Jan. 1, 1859....	1,222,721 54
Total transportation expenses.....	11,620,364 22
Balance March 1, 1869.....	451,898 53

\$30,449,564 17

President.—JAS. H. LUCAS.

Vice President.—DANIEL R. GARRISON.

Directors.—Hudson E. Bridge, T. B. Edgar, D. R. Garrison, Jas. Harrison, Oliver A. Hart, R. J. Lackland, Jas. H. Lucas, H. L. Patterson, Chas. H. Peck, Geo. H. Rea, E. O. Stanard, Benj. Stickney, George R. Taylor.

Secretary and Treasurer.—J. C. PORTER.

Chief Engineer and Sup't.—H. C. MOORE.

The Kansas City, Fort Scott and Gulf Railroad has been opened to Paoli, Kansas. It is expected the road will be completed to Fort Scott by the middle of August.

The Cincinnati City Council have voted unanimously to make Chattanooga the terminus of the proposed Southern Railroad; a popular vote is to be taken in the city on the 26th inst.

The Rogers Locomotive and Machine Works.

The first Locomotive, the "Sandusky," was turned out at these Works, at Paterson, New Jersey, in June, 1827, (then under the firm of Rogers, Ketchum and Grosvenor,) after sixteen months of labor. In this engine was first introduced several improvements, among which we may mention the cone in the smoke-pipe, which was curled over at its base, the cone being perforated with small holes in order to distribute the force of the blast equally over the surface of the wire bonnet. The driving-wheels, which were of cast iron with wrought iron tyres, were cast with hollow spokes, rim and hub, except the spokes opposite to the crank, which were cast solid in order to counter-balance the cranks. The engine was also provided with double eccentrics and hooks on the outside of the frame, and altogether was a very neat and tastefully finished locomotive. Mr. Rogers was the first to use expansion braces; he was also among the first, if not the first, to build ten-wheel engines; and also to appreciate and adopt the link motion at a time when it was pronounced by many to be a humbug. It has always been a special feature in the Rogers engines, to give ample boiler, with large steam room, and they have always been noted for their durability and economy of fuel.

In 1856, at the death of Mr. Rogers, these Works had turned out about 800 engines, when the Works passed into the hands of an incorporated company under its present name, and W. S. Hudson, Esq., was chosen Superintendent, and under whose management the Works continue at the present time. The Works have been enlarged, and other extensive additions are still in progress to keep pace with the demand for engines. Mr. Hudson has introduced many valuable improvements in locomotives, among which we may mention the application of cross equalizing levers to four and six wheel engines, so as to make them equivalent in action to a "three-legged stool" or tripod; also a system of equalizing levers between driving and truck wheels, which has been successfully applied to engines with six drivers and one pair of truck wheels, also to engines with four driving wheels, and a single radiating truck at each end, for which Mr. Hudson has procured a patent. Several of these engines have been built, and are in successful operation. We wish to call especial attention to this engine, as filling all the requirements of an engine which will run equally well either end first. We will quote what Mr. Hudson says about it:—"The locomotive is on eight wheels, four driving and four truck wheels. The truck wheels are arranged in two radiating trucks, one at each end of the locomotive; each truck is connected by a combination of levers with each pair of driving wheels. The front truck and driving wheels are equivalent in action to a centre-bearing truck, and the rear truck and driving wheels to a side-bearing truck. With this arrangement all the wheels accommodate themselves to the vertical inequalities of the track, without changing the distribution of the weight, and without interfering with the radiating of the front and rear truck wheels of the engine. The fixed wheel base may be made very short, so that the engine will pass readily and easily around curves of very small radius without that jumping motion which is inseparable from the ordinary four wheel switching engine, and without danger of getting off the track. The wear of the driving wheel flanges will also be much lessened, and the danger of running off on that account will be very much diminished. For these reasons, the engine is especially adapted to switching, construction and branch traffic, running, as it does, equally well either end first. The locomotive is very easy on the track, the distribution of the weight and the accommodation to all inequalities of the rail, whether vertical or lateral, being perfect."

Mr. Buckhout, in his report on the New York City Central Underground Railway, recommends the adoption of this style of engine, with some

modifications as to condensing the steam, &c., as being better calculated to supply the want for motive power, than any of the plans which had been brought to his notice, and in his report, pages 19 and 20, describes the general design, and comments as follows:—"Gauge, 4 feet, 8½ in. Fuel, anthracite coal or coke. Cylinder, 14 by 22 in., four 56 in. driving wheels, steel tyres, all flanged. Two single axle radiating trucks, one at each end, wheels 30 in. diameter. Furnace of steel; 126 two-inch flues, 10 feet 5 in. long. Tank on each side of engine to contain 1500 gallons. The engine also to be supplied with a blower or steam jet. The engine to be so arranged as to throw the exhaust steam into the tanks so as to condense it, or throw it up the chimney for the purpose of blast for raising steam, and so that the engineer can make the change instantly as required. This engine will take 80 tons in addition to its own weight, (68,000 pounds in running order,) with 1500 gallons of water in the tank, and 600 pounds of coal, up grades of 1 in 39, or 38 feet per mile, with a pressure of steam as low as 80 pounds per inch, (if the steam should get so low,) cutting off at 60 per cent. admission, it being intended to carry a maximum of 130 pounds per inch. About 1400 gallons of water will be required for the condensation of the steam for the distance of two miles, consequently it would require changing every four miles, if the steam were condensed for half that distance. The tanks to have a discharge valve, by which the water can be let out quickly, when it requires changing. The fixed wheel base to be 6 feet 9 in., and the whole base including the radiating trucks at each end, to be about 21 feet 9 in. With this arrangement the truck wheels will not require to radiate over 3½ inches from a straight line, on curves of 200 feet radius, which is much within the limits of its capability. With equalizing levers, as applied to this description of engine by Mr. Hudson, two thirds or more of the weight can be carried on the drivers, and the arrangement is such as to accommodate itself to all the vertical and lateral undulations of the track without varying the distribution of the weight on the wheels; it is also arranged so as to be equivalent in action to a four wheel centre bearing truck at one end, and to a four wheel side bearing truck at the other end. In addition to these properties the engine can be run either end foremost with great facility and equal safety: a feature not embraced in any four driving wheel single truck engine. It has therefore special advantages in saving the time usually occupied in turning an engine around so as to run truck foremost. It has another advantage. The trucks do not deviate from the centre line of engine nearly as much as a four driving and four wheel swing truck engine does on the same curve, being some 50 per cent. in favor of the double track.

The Rogers Locomotive Works are adding facilities to enable them to turn out fifteen to twenty locomotives per month; they are now producing 10 or 12 locomotives per month. They have furnished a large number for the Union and Central Pacific roads, and are still building for those lines. Two of their engines, the "Success, No. 156," and the "Excelsior, No. 157," were built for the Central Pacific, to make the first through trip from the Atlantic to the Pacific shores, and their whistles have already been heard sounding through the Sierra Nevada mountains. These Works have also furnished many for South America, to climb over the Andes mountains, over grades of 264 feet per mile. The good working qualities of the Rogers engines are well understood and appreciated by the engineers, with whom they are great favorites; they are tasteful in design, and in finish and ornamentation second to none others. These Works are using steel largely in their engines, both for tyres, axles, boilers, slides, crank pins, and for many other parts.—Am. E. W. Times.

The New Jersey Western Railroad, now constructing, will be running from Paterson to Pompton and Bloomingdale this year.

Vicksburg and Meridian Railroad.

The earnings of this road for the fiscal years ending February 29, 1868, and February 28, 1869, were as follows:

	1868.	1869.
From passengers.....	\$164,500 77	\$147,555 32
" freight.....	272,273 70	194,199 55
" mails.....	10,738 12	12,633 73
" incidentals.....	25,876 16	36,014 67

\$488,407 02 \$390,403 27

The expenses in 1868-'69, were:

Conducting transportat'n.....	\$54,075 83
Motive power.....	60,687 54
Maintenance of way.....	91,420 80
" cars.....	12,532 47
Contingent expenses.....	1,253 30
General salaries.....	12,160 44
	232,130 38

Net earnings.....\$158,272 89

Compared with the previous year the gross earnings show a decrease of \$98,403 75, with a decrease in operating expenses of \$133,909 55—making the increase in net earnings, \$35,505 80. The expenses were 59½ per cent. of gross earnings. In reference to the funded debt of the company the report says:

In the readjustment of the debt of the company early in 1866, it was found necessary to increase the mortgage debt to three millions, two millions having been the previous limit. Consequently a new mortgage for that amount was created, and the original mortgage debt was merged into it—together with the bonds given for arrears of interest, which had accrued between 1861 and 1867, and also all the debts of the company then outstanding having no mortgage security, so far as the holders were willing thus to convert them.

The intention being to consolidate all the debts of the company under one general mortgage, and to issue bonds under the cover of that mortgage, payable in 1890, bearing seven per cent. interest—preserving unimpaired the pre-existing liens and priorities of the old bonds, for which they were substituted. With that view four classes of bonds, secured by the three million mortgage, have been issued.

The grade, and security, belonging to each class, is distinguished and expressed by the superscription or endorsement, placed on the back of the new mortgage bonds, and further by the color of the ink, in which the endorsements are printed.

For instance—the first mortgage bonds are endorsed in red ink, giving the name of the Trustees and the date of the original mortgage, indicating the security which belongs to that description of bond, and constitute the first class.

Those of the second mortgage are endorsed in blue ink, with like reference to date and Trustees appertaining to the original second mortgage, and they are the second class.

Those of the third mortgage, in like manner, are distinguished, and they are endorsed in black ink, and are the third class.

The fourth mortgage are the bonds given for arrears of interest and for common debts, then outstanding, and they have no endorsement, and are the fourth class, under the three million mortgage.

The services of the Pennsylvania Co. for the Insurance of Lives, &c., 304 Walnut street, Philadelphia, were engaged by the Trustees of the three million mortgage to make the necessary settlements, and to take up all the old bonds and debts of the company, with the seven per cent. bonds secured under that mortgage placed in their possession for that purpose, and also to safely keep all the bonds and other evidences of debt against the company, together with the collaterals taken up by such conversions and settlements. Up to the last report from that company, the following amount of new seven per cent. bonds have been paid out—including a portion paid out

for conversions and settlements, made with the Southern creditors by this company:

First class, red endorsed bonds.....	\$520,500
Second class, blue endorsed bonds.....	668,000
Third class, black endorsed bonds.....	106,000
Fourth class, unendorsed.....	623,900

\$1,918,400

The floating debt of the company at the close of the past fiscal year was as follows:

Bills payable.....	\$161,465 60
Due on back pay rolls.....	20,784 19
Due on open account.....	16,765 36

\$199,015 15

WESTERN CONNECTIONS.

The North Louisiana and Texas Railroad formerly known as the Vicksburg, Shreveport and Texas Railroad was completed in 1861 from Vicksburg to Monroe, La., a distance of 75 miles. It was seriously damaged by the war, has also been much impaired by natural decay, and the road has not been used for several years. The present owners are now earnestly at work repairing it, and it is stated by well informed persons, that it will be placed in running order between the Mississippi river and Monroe in time for the fall business of 1869.

The distance from Monroe to Shreveport is also about 75 miles, upon which line but a small amount of work has been done. When built to the latter point it will connect with a railroad in operation between Shreveport and Marshall, in Texas, a distance of about 40 miles.

The State of Texas made munificent grants of land as an inducement to the Government and capitalists to build the line through the State, from Marshall to El Paso. Several millions of acres of the most valuable land in the State were donated for that object.

If this road were built from Vicksburg to Shreveport it would be a powerful lever for reinstating the public interest in behalf of the Southern Pacific Railroad, on the line of the 32d Parallel.

That will be much the shortest, and least costly route to build between the two oceans, decidedly the cheapest line to maintain and operate, and will be greatly preferred by passengers and shippers on account of its passing through a country blessed with a mild and delightful climate at all seasons of the year. In passing through North Louisiana and Texas, it will develop a region of the most fertile lands in the United States—admirably adapted to the production of cotton, wheat, corn, and affording an unlimited supply of cattle, besides which, it would open the way to the rich mineral regions that abound in Arizona. The line, starting from Savannah or Charleston, would intersect the great Father of Waters at Vicksburg, 673 miles from the former, and about 770 from Charleston, thence through the rich alluvial lands of North Louisiana to Shreveport, distance about 160 miles—thence due West through the most productive and populous portion of Texas to El Paso, about 750 miles—and thence to San Diego, in California, about 670 miles.

In a very able Majority Report submitted to the U. S. Senate on the 19th of February, 1869, by Mr. Stewart, chairman of the Committee on the Pacific Railroad, on the policy of extending Government aid to additional railroads between the Atlantic and Pacific, strong grounds are taken in favor of building two additional trunk lines to the Pacific. The Committee contend that one line is insufficient—that with the present population and business of California, Utah, Colorado, Nebraska, Oregon, Nevada and Dakota, the single track railroad from Omaha to San Francisco will be wholly incapable of performing the service that will be required of it; that the local traffic will immediately become so large, and the through traffic so immense, that when to both of these is added the trade from China, Japan and India, it is clear that a single track railroad cannot possibly do the business that will be crowded on it—the road will clog—and what service will be performed will be

done under such disadvantages as to damage the character of the new route from India to Europe, discontent shippers, and make wide-spread trouble.

The Committee are sure, that within a year after the Union Pacific is opened, it will be unequal to the traffic that will be crowded upon it. They object, that the gradients and curves of the line at its passage of the Sierra Nevada, presents difficulties of the most serious character, that six locomotives will be required at these points, to do the work of one elsewhere—and a double track cannot be built except at a duplication of the cost of the road.

These engineering obstructions will of themselves and alone necessitate other railway connections with the Pacific. No single track road, that crosses the Sierra Nevada, will be able to do the duty required of a trans-continental Railway—1,100 miles of the line of the Union Pacific have an elevation of 4,000 feet above the sea—and more than 500 miles of it have an elevation of 7,500 feet above the sea. The Report wisely argues, that a single line will be a monopoly, and that with three lines across the continent, there would be a competition that would keep charges at living rates, and fair profits—that the competition would create an effort to make fast time and punctual running and attention would be given to the comfort and safety of passengers, &c.

The report insists that the South is entitled to a line; that the Southern States are in the Union; that they have the same rights that the Middle States or the Northern States have. They have the right of access to the Pacific on their Parallels of latitude—they have a right to their share of the trans-continental commerce between Asia and Europe—that Norfolk, Charleston, Savannah, Mobile and New Orleans can justly complain of a Middle State monopoly, which pours all this inter-continental traffic into New York and Philadelphia.

The Southern States lately engaged in war are ruined, and impoverished. Their peculiar products of sugar, rice, tobacco, &c., are of the utmost value to the nation. It is sound policy to aid the restoration of the annual production of this wealth, which is confined, by the laws of climate, to the South. To the extent that a Southern Pacific Railroad will stimulate the growth of the peculiar Southern agricultural products, the Northern and Middle States have each a large and direct interest in having it constructed, and the prosperity of the foreign commerce of the United States demands that it shall be constructed.

The arguments urged by the Committee apply with equal force in many respects to the lines projected, both on the 32d and 35th Parallel—the first being the Vicksburg, Shreveport and El Paso route, and the second, the Memphis, Little Rock and Albuquerque route. In regard to the survey made by the officers of the United States Government through Texas for the purpose of making the best location of a line of railroad to connect the seaports of the Pacific with those of the Atlantic. The report of Captain, now General, John Pope, of the U. S. Army, then in charge of the survey through Texas to the Rio Grande, says: "This country exhibits the fact, that the vast deserts between the Valley of the Rio Grande and the frontiers of the Western States contract to their least width along the belt of country between the 32d and 34th Parallel of latitude—the average distance of six hundred and fifty miles over these vast deserts is here reduced to less than three hundred miles, and along a route where the extremes of heat and cold are absolutely unknown.

He states that for 311 miles west of the prairies the belt of country along the 33d parallel presents a remarkable combination of all the favorable circumstances for the establishment of a chain of military posts, affording every facility of wood, water, grass—traversing a region of fertile soil and abundant timber, with a mild and genial climate at every season of the year, avoiding more than one-half the desert country between the Rocky Mountains and the Valley of the Mississippi.

The distance from Vicksburg to San Diego, on the Pacific, on the 32d parallel, is between fifteen and sixteen hundred miles, pronounced to be the shortest line that can be successfully built between the Mississippi and the Pacific—as well as between such prominent seaports as San Diego on the Pacific, and Savannah and Charleston on the Atlantic—all three of those cities being between the 32d and 33d parallel of latitude.

This line is pronounced by eminent Engineers to be the shortest and cheapest that can be built between the two oceans—and one promising to be far the most attractive, on account of the superior advantages it possesses in mildness and uniformity of climate, as well as light grades and easy curves. Passengers would feel that there was more certainty and safety in traveling such a long distance through a mild and pleasant climate, and over a road of light grades and easy curves, than in crossing the Rocky Mountains, exposed to the intense severity of the winters in that region, and the danger of being blocked up for weeks in the mountain passes by immense accumulations of snow.

The route on the 32d parallel possesses such decided engineering and climatic advantages as to make it the great reliable and favorite route across the continent, and must become the most important mail route between the two oceans. The travel and tonnage that it would attract will be only limited by the capacity of the road for their accommodation, and the roads east of Vicksburg, in all directions, would enjoy a portion of the California and Texas business, thus drawn to them.

In addition to the cogent reasons urged by the able report of the Senate Committee, and Major General John Pope, in favor of a Southern Atlantic and Pacific route, the new position of our national misfortunes, and status, makes the speedy completion of that grand national enterprise still more important.

Nothing would so immediately and effectually conduce to the prosperity and strength of the Union as the building of that road. If it were built to Marshall, in Texas, it would there find a road built to meet it, 240 miles west of Vicksburg, and from that point it would penetrate and permeate the principal cotton States of the South—Texas, Louisiana, Mississippi, Alabama, Georgia and South Carolina.

No influence would be so potent as the speedy building of the Southern Pacific Railroad for restoring to our common country the blessings of union, amity and strength, and in developing the vast sources of wealth and prosperity that lie within the easy grasp of a re-united and enterprising people.

EASTERN CONNECTIONS.

In February last the Selma, Rome and Dalton road was completed and put in operation from Selma to Rome, 198 miles, making connections at Kingston, on the Western and Atlantic Railroad, with Atlanta and Chattanooga.

The schedules were promptly changed on our road, in harmony with the connecting roads, to induce Atlanta and Chattanooga travel to patronize that route. It is now the shortest line in operation from Vicksburg, or New Orleans, to Washington and the Northern cities via the Tennessee and Virginia roads—as the General Superintendent states in his report in reference to this line—"We cannot immediately expect the pecuniary results to be great as it is a new line, and must become known to the traveling public before we can realize the fruits of a short line, close connections and good accommodations."

But it is an event of great public interest that we now have an unbroken line of railroad running through the heart of the State of Mississippi, from the Mississippi River at Vicksburg to all the Atlantic seaports, and to every city and village in the United States approached by a railroad. Montgomery and Selma will also be connected by rail in November next—and that will unite both Montgomery and Selma with Vicksburg in the iron bonds of fraternity and commerce—the

distance from the capital of Alabama, Montgomery, to the Commercial Emporium of Mississippi, Vicksburg, will be 292 miles—45 miles further than from Vicksburg to Selma.

As soon as the railroad connections are completed between the two Alabama cities, a train of cars will be started from Savannah and run through to Vicksburg, by the shortest line of railroad yet built between the Mississippi River and any Atlantic seaport, the distance by rail from Vicksburg to Savannah being 678 miles—and to Charleston 774 via Montgomery, Ala.

We have also in prospect another highly important connection with the Chattanooga and Alabama Railroad, formerly known as the N. E. and S. W. Ala. R. R., which, when completed, will extend from Chattanooga to Meridian, 295 miles in length, running diagonally through the State of Alabama, passing through one of the finest mineral regions in the South, as well as a choice agricultural country.

The coal and iron mines that will be developed are said to be unsurpassed in quality, and inexhaustible in quantity—and some of the most valuable mines in the vicinity of Tuscaloosa will be not more than 100 miles distant from Meridian—near enough for transportation to Jackson and Vicksburg. The connection of our road with that, at Meridian, will give us a link of 95 miles, on the shortest through line in operation, from New Orleans to Washington and New York, via Jackson, Miss., Meridian, Chattanooga and Lynchburg. By that line, from New Orleans to Washington, it will be 1,197 miles, and to New York 1,425 miles—against 1,276 and 1,504—by the present shortest existing mail route. When the Meridian and Chattanooga route is fairly opened, with such an advantage over other routes in mileage, and with all the facilities and inducements provided for, by which other routes attract travel, there can be no doubt that it will become the great thoroughfare of travel and mail transportation between New Orleans and the North Eastern cities, as well as between Texas and those cities. A company of Boston capitalists have purchased the line between Chattanooga and Meridian, and are now vigorously pressing forward the work of construction, with the avowed intention of completing it as soon as possible, and of making it a first class road in all its appointments—with the legitimate and inevitable advantages which this road will derive from the completion of these valuable and greatly needed lines now confidently anticipated, and which, at no distant period, must be realized—the business of our road will be greatly extended, and with it will follow the disentanglement of the company from all its financial difficulties.

It would be greatly to the advantage of this company to extend its road to the Mississippi River to secure an easy and economical direct transfer of freight from the steamboats to the cars, and from the cars to steamboats. It would lessen the expense of transfer, and prevent the extra handling of freight, incident to drayage between the river and depot. It would be of great advantage to the lumber trade; would induce the erection of additional saw mills on the line of the road, and create a steady market for our valuable pine lumber, to supply St. Louis and Louisville.

This road being much the shortest, of any road running eastwardly from the Mississippi River, to several important commercial points in South Alabama and Georgia—together with the advantage of cheap river freights charged by regular packets plying between Vicksburg and the principal Western cities for western produce, we think we ought to successfully compete for a fair proportion of that class of business; and for the same reasons, for Eastern merchandise freights, forwarded to Vicksburg for transshipment westward by rail, or to points on the Mississippi river as high as Memphis and as low as New Orleans.

The company have 19 locomotives, 8 passenger, 5 baggage, 4 caboose, 70 box, 58 flat and 1 wrecking cars. Number of passengers carried

east, 30,901; do. west 33,230—total, 64,134. Number carried one mile, 2,565,360. Bales of cotton shipped, 23,343. Feet of lumber, 3,478,810.

BALANCE SHEET, February 28, 1869.

Cost of road	\$3,020,794 04
Bills receivable	10,667 24
Railroad expenditures for fiscal year	261,783 85
Profit and loss	411,689 74
	<hr/>
	\$3,704,934 87
Capital stock	\$357,407 69
Funded debt	2,652,899 95
Bills payable	161,465 60
Railroad receipts for fiscal year	435,590 69
Special loan fund	52,690 58
Land and preferred stock scrip	12,995 14
Sundry accounts	31,884 72
	<hr/>
	\$3,704,934 87

President.—MORRIS EMANUEL.

Directors.—Morris Emanuel, Thomas Rigby, A. B. Reading, Wm. Crutcher, Adelbert Ames, Peter Anderson, Thomas M. Smedes, James R. McDowell, Thomas S. Dabney, D. W. Flowerree, Wm. E. Morris.

Vice President.—THOMAS RIGBY.

Secretary & Treasurer.—N. G. BRYSON.

Gen'l Superintendent.—E. F. RAWORTH.

Changeable Gauge Cars.

A correspondent of the Boston Commercial Bulletin writes as follows of the changeable gauge cars now running between Chicago and Portland:

I visited the Lowell Railroad depot, where I saw several of the cars of the line loading with furniture, shoes, and other merchandise, for different points in the West. These cars make quick trips, and work satisfactorily. The change from the New England narrow gauge to the Grand Trunk broad gauge is made at Montreal, with another change at Port Huron, Michigan, from the Grand Trunk, or broad gauge, to the four feet eight and a half inch gauge, which is the general gauge of the Western States. The cars are built and owned by an incorporated company, and are rented to the different railroads forming the through line, at a fixed rate per car, per mile; it thus becomes the interest of the Car Company to see that their cars are kept moving, and hence the freight with which they are laden must have dispatch.

Specie Movement at New York in 1869.

Received from foreign ports:

In January	\$224,278
February	1,882,755
March	1,771,668
April	4,818,287
May	403,267
	<hr/>
	\$9,097,255

Received from California:

In January	\$1,810,536
February	1,359,226
March	842,920
April	1,105,001
May	1,825,598
	<hr/>
	6,943,281

Total supply

Exported to foreign ports:

In January	\$3,214,380
February	3,232,083
March	2,389,968
April	1,767,601
May	2,512,330
	<hr/>
	18,116,362

Gain since January 1st, 1869.. \$2,924,174

A. L. Dennis has been elected President, H. J. Southmayd Treasurer, and F. W. Rankin Secretary of the New Jersey Railroad and Transportation Company.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	\$1,774,824			Hartford and New Haven...100	3,300,000	J.A.J.&O.	Apl. '69 3	Portl., Saco & Portsmouth...100	\$1,500,000	J. & D.	Dec. '68 3
Allegheny Valley...50	2,000,000			Hannibal and St. Joseph...100	1,900,000			Providence & Worcester...100	1,800,000	J. & J.	Jan. '69 4
Atlanta and West Point...100	1,232,200	J. & J.	July '68 4	Do. do pref.100	5,238,830			Raleigh and Gaston...100	2,000,000		Jul. '68 3
Atlantic & N. Carolina...100	5,445,225			Hanover Branch, Pa...50	116,850	M. & N.	May '69 5	Rensselaer and Saratoga...100	2,000,000	A. & O.	Oct. '68 3
Atlantic & Gt. Western...50	25,879,923			Housatonic...100	820,000			Richmond and Danvers...100	2,000,000		
Do. pref. 80	1,919,000			Do. pref. 100	1,180,000	J. & J.	Jan. '68 4	Richmond and Petersburg...100	847,100		
Atlantic & St. Lawrence...100	2,484,900	J. & J.	Jan. '69 2	Hudson River...100	13,937,100	A. & O.	Apl. '69 4	Rich., Fred. and Potomac...100	1,041,800		
Augusta and Savannah...100	733,700	J. & J.	Jan. '69 3	Huntingdon & B'd Top...50	494,380			Rockport...100	88,400		Nov. '67 2
Baltimore and Ohio...100	10,167,962	A. & O.	Apl. '69 4	Do. pref. 50	190,750	J. & J.	Jan. '68 3	Rome, Watert. and Og'n'b...100	2,400,000	J. & J.	Jan. '69 5
Do. Washington Br...100	2,860,000	A. & O.	Apl. '69 5	Illinois Central...100	23,415,780	F. & A.	Feb. '69 5	Rutland preferred...100	576,050	F. & A.	Feb. '69 3
Baltimore City Passenger...100	670,000	J. & J.	Jan. '69 3	Indianapolis, Cin. & Lafay...50	6,185,897	M. & S.	Sep. '67 4	St. L., Alt. and T. Haute...100	2,300,000		
Bay de Noquet & Marq...100	1,260,000	A. & O.	Apl. '68 3	Jeffersonv., Mad. & Ind...100	2,000,000	J. & J.	Jan. '61 5	Do. pref.100	2,040,000	Annual	June '69 7
Bellefontaine Line...100	4,420,000	F. & A.	Feb. '68 3	Joliet and Chicago...100	1,600,000	J.A.J.&O.	Apl. '69 1	St. L., Jack'nv. and Chic'o...100	1,469,429		
Boliviere Delaware...100	996,250			Joliet & North. Indiana...100	300,000	J. & J.	July '68 4	Sandusky and Cincinnati...100	2,089,000		
Berkshire...100	600,000	J.A.J.&O.	Apl. '69 1	Lackawanna & Bloomsb...50	1,335,000			Do. pref.100	445,596	M. & N.	May '69 2
Blossburg & Corning...100	250,000	J. & D.	Dec. '68 2	Leeds and Farmington...100	1,335,000			Sand, Mansf. and Newark...100	901,241		
Boston and Albany...100	13,726,100	J. & J.	Jan. '69 4	Lehigh and Mahanoy...50	2,158,566	J. & J.	Jan. '67 6	Savannah and Charleston...100	1,000,000		
Boston and Chelsea...100	110,000	A. & O.	Apl. '69 4	Lehigh and Susquehanna...50	8,739,800	M. & N.	May '67 5	Schuylkill and Susqueh'a...50	1,289,150		
Boston, Concord & Mont...100	450,400			Lehigh Valley...50	10,731,400	J.A.J.&O.	Apl. '69 2	Second and Third St.(Ph.)...50	203,757	J. & J.	Jan. '69 3
Do. do. pref.100	1,340,400	M. & N.	May '69 3	Lehigh Luzerne...50	3,446,560	J. & J.	Jan. '69 4	Schuylkill Valley...50	576,050	J. & J.	Jan. '69 2
Boston and Lowell...100	1,891,500	J. & D.	Dec. '68 4	Lexington & Frankfort...100	614,646	J. & J.	Jan. '69 3	Seaboard and Roanoke...100	865,200		
Boston and Maine...100	4,076,974	J. & J.	Jan. '69 5	Little Miami...50	5,372,400	J. & D.	Jun. '69 3	Second Avenue (N. Y.)...100	670,000	A. & O.	Oct. '66
Boston and Providence...100	3,360,000	J. & J.	Jan. '69 4	L. M. & C. and X. (Joint)...100	1,804,397	J. & D.	Jun. '68 3	Shamokin V. and Pottav...50	689,450	F. & A.	Feb. '69 2
Broadway (South Boston) 50	326,000	J.A.J.O.	Apl. '69 2	Little Schuylkill...50	5,246,100	J. & J.	Jan. '69 4	Shore Line...100	836,200	J. & J.	Jan. '69 3
Broadway & 7th Av.(N.Y.) 100	2,100,000	J. & J.	Jan. '69 4	Lomb. and South St.(Ph.) 25	90,000			Sixth Avenue (N. Y.)...100	750,000		Nov. '67 5
Brooklyn City...100	1,000,000	F. & A.	Feb. '69 3	Long Island...50	3,000,000	F.M.A.N.	Aug. '66 2	Somerville...100	75,000	M. & N.	May '69 2
Brooklyn City & New'n...100	399,800			Long Branch & Sea Shore...50	95,194	N.Y.'67 10		South Carolina...100	5,819,275		
Buffalo, Bradford & Pitts...100	1,100,000			Louisv. Cin. and Lex. pr...100	211,122	J. & J.	Jan. '69 4	South Shore...100	259,685		Jul. '68 3
Buff. New York & Erie...100	950,000	M. & N.	N. '68 3	Louisville and Frankfort...50	1,109,594	J. & J.	Jan. '69 3	South Western, Georgia...100	3,203,400	F. & A.	Aug. '68 4
Buffalo and Erie...100	5,900,000	F. & A.	Feb. '69 4	Louisville and Nashville...100	7,889,186	F. & A.	Feb. '69 4	Staten Island...100	600,000	J. & J.	Jul. '67 4
Cambridge Horse (Boston) 100	727,800	A. & O.	Apl. '69 4	Louisv., N. Alb. & Chicago...100	2,800,000			Stony Brook...100	287,300	M. & N.	May '69 3
Camden and Amboy...100	7,921,412	F. & A.	Feb. '69 5	Lowell and Lawrence...100	200,000	A. & O.	Apl. '69 3	Steuersville and Indiana...100	1,983,141		
Camden and Atlantic pref. 50	600,000			Macon and Western...100	2,000,000	June	Jun. '69 2	Stockbridge & Pittsfield...100	448,700		
Camden & Burlington Co...100	331,000			Mahanoy & B'd Mount n...50	1,676,915			Summit Branch...50	250,000	J. & J.	Jan. '69 5
Cape Cod Branch...66	721,926	J. & J.	Jan. '69 3	Maine Central...100	1,600,860			Syr., Bingham. and N. Y...100	1,314,130		
Cape May and Millville...100	447,000	J. & D.	Jun. '69 3	Manchester & Lawrence...100	1,000,000	M. & N.	May '69 5	Taunton Branch...100	250,000	J. & J.	Jan. '69 4
Catawissa...50	1,160,000			Marletta & Cincinnati...100	3,618,374			Tennessee and Alabama...100	595,922		
Catawissa pref. 50	2,200,000	M. & N.	May '69 3	Do. 1st pref. 50	6,680,136	M. & S.	Sep. '66 3	Terre Haute and Indiana...50	1,983,150	J. & J.	Jan. '69 6
Cayuga & Susquehanna...50	589,110			Do. 2d pref. 50	4,051,744	M. & S.	Sep. '66 3	Third Avenue (N. Y.)...100	1,750,000		
Cedar Rapids & Mo. pref. 100	755,000	M. & N.	May '69 3	Memphis and Charleston...100	5,312,725	M. & S.	Mar. '68 3	Thirtieth and Fif. (Ph.)...50	500,000	J. & J.	Jan. '68 1
Central of Georgia...100	4,666,300	J. & J.	July '69 5	Memphis and Ohio...100	570,000			Tol., Peoria and Warsaw...100	2,700,000		
Central of New Jersey...100	13,768,000	J. & J.	Jan. '69 2	Metropolitan (Boston)...100	1,250,000	J. & J.	Jan. '69 5	Do. (K. D.) pref.100	1,700,000		
Central Ohio...100	2,900,000	J. & D.	Dec. '68 3	Michigan Central...100	8,477,366	J. & J.	Jan. '69 15	Do. (W. D.) pref.100	1,300,000		
Do. pref. 100	400,000	J. & D.	Dec. '68 3	Mich. So. & North. Ind...100	10,059,400	F. & A.	Feb. '69 4	Tol., Wabash and West...100	5,700,000		
Gen. Park, N. & E. River...100	970,000			Do. guaranteed...100	688,800	F. & A.	Feb. '69 5	Troy and Boston...100	1,000,000	M. & N.	May '69 3
Chemung...100	380,000	J.A.J.&O.	Apl. '69 2	Middlesex (Boston)...100	400,000			Troy and Greenbush...100	607,111		
Cheshire, preferred...100	2,017,825	Annual	Jan. '69 4	Mill Creek and Minehill...50	323,376	J. & J.	Jan. '69 6	Union Transp'n (Bos.)...100	274,400	J. & D.	Jun. '67 3
Chicago and Alton...100	5,141,800	M. & S.	Mar. '69 5	Millville and Glassboro...100	405,020	F. & A.	Aug. '67 6	Union (Phila.)...50	291,475	J. & J.	Jan. '69 2
Do. pref. 100	2,425,400	M. & S.	Mar. '69 5	Milw. & Prairie du Chien...100	405,020			Utica and Black River...100	834,400	J. & J.	Jan. '69 4
Chicago, Burl. & Quincy...50	12,500,000	M. & S.	Mar. '69 5	Do. 1st pref.100	7,151,069	J. & J.	Jan. '69 14	Vermont and Canada...100	2,500,000	J. & D.	Jun. '68 4
Chicago, Iowa & Nebraska...100	2,600,000			Do. 2d pref.100	8,185,272	J. & J.	Do. '69 10	Vermont Central...100	6,000,000		
Chicago and Milwaukee...100	2,227,000			M. Hill & Schuylk. Haven...50	3,776,000	J. & J.	Do. '69 4	Vermont and Massachusetts...100	2,500,000	J. & J.	Jan. '69 2
Chicago & N. Western...100	14,565,676	J. & D.	Jun. '69 5	Mobile and Ohio...100	3,762,400			Vicksburg and Meridian...100	357,405		
Do. pref.100	16,356,287	J. & D.	Jun. '69 5	Montgomery & W. Point...100	1,644,104	J. & D.	Dec. '67 4	Virginia Central...100	3,355,679		
Chicago, B. I. & Pacific...100	14,000,000	April	Apl. '69 5	Morris and Essex...50	3,616,350			Virginia and Tennessee...100	3,497,791		
Cin., Ham. & Dayton...100	3,521,664	April	Apl. '69 5	Mt. Carbon & Pt. Carbon...50	282,350	J. & J.	Dec. '68 7	Western Union...100	2,707,693		
Cincinnati City Passenger...100	670,000	J. & J.	Jan. '69 3	Nashua and Lowell...100	720,000	M. & N.	May '69 5	West Jersey...100	804,150		Feb. '69 5
Do. Street...100	192,750	J. & J.	Jan. '69 7	Nashua & Chattanooga...100	2,056,544			West Philadelphia...50	249,100	J. & J.	Jan. '69 5
Citizens' Passenger (Phila.) 50	192,750	J. & J.	Jan. '69 7	Naugatuck...100	1,436,600	F. & A.	Feb. '69 5	Wilm. and Weldon...100	1,463,776		
Clev., Col., Cin. & Ind...100	10,450,000	F. & A.	Feb. '69 3	New Bedford & Taunton...100	500,000	J. & J.	Jan. '69 4	Winchester and Potomac...100	1,547,650	J. & J.	Jan. '69 3
Cleveland & Mahoning...50	2,056,400	M. & N.	May '69 3	New Haven & N. London...100	738,538			Worcester and Nashua...75	1,522,500	J. & J.	Jan. '69 4
Cleveland & Ashtabula...100	8,760,000	J. & J.	Jan. '69 4	N. Haven & Northampton...100	1,244,000	J. & J.	Jan. '68 3				
Cleveland and Pittsburgh...50	5,424,091	J.A.J.&O.	Apl. '69 2	New Jersey...100	6,000,000	F. & A.	Feb. '69 5				
Cleveland and Toledo...50	5,000,000	J. & J.	Jan. '69 4	New London Northern...100	895,000	M. & S.	Sep. '68 4				
Col., Chi. & Indiana Cen...100	11,420,000			New York Central...100	28,537,000	F. & A.	Feb. '69 4				
Columbus and Xenia...50	1,786,200	J. & J.	Jan. '69 3	Do. Int. certificates...100	22,829,600						
Concord...100	1,600,000	M. & N.	May '69 5	New York and Harlem...50	5,285,050	J. & J.	Jan. '69 4				
Concord & Portsmouth...100	350,000	J. & D.	Dec. '68 3	Do. pref. 50	1,500,000	J. & J.	Jan. '69 4				
Coney Island & Brooklyn...100	600,000			New York & New Haven...100	6,000,000	J. & J.	Jan. '69 5				
Conn. & Passumpsic Rivers...100	139,000			N. Y., Provid. & Boston...100	2,000,000	J. & J.	Jan. '69 5				
Do. do. pref.100	1,822,100	J. & J.	Jan. '69 3	Niag. Bridge & Cananda...100	1,000,000	J. & J.	Jan. '69 3				
Connecticut River...100	1,700,000	J. & J.	Jan. '69 5	Ninth Avenue...100	797,400						
Cumberland and Vail v...50	1,318,900	A. & O.	Oct. '68 4	North Carolina...100	4,000,000						
Danbury and Newr...100	400,000			Northern Central...100	4,648,900	F.M.A.N.	May '69 2				
Dayton and Michigan...100	2,392,561	J. & J.	Jan. '69 3	North Eastern (S.O.) pref.100	135,000						
Delaware...100	594,260	J. & J.	Jan. '69 3	Northern of N. Hampsh...100	3,061,400	J. & D.	June '69 4				
Del., Lackaw. & Western...50	13,386,020	J. & J.	Jan. '69 5	North Pennsylvania...100	3,150,150						
Des Moines Valley...100	1,820,200			Norwich and Worcester...100	2,363,600	J. & J.	Jan. '69 3				
Detroit & Milwaukee...100	1,047,350			Ogdensb. & L. Champ'n...100	3,024,000	J. & J.	Jan. '69 3				
Do. pref.100	1,500,000			Do. pref.100	1,994,800	A. & O.	Apl. '69 4				
D. Dock, E. B'dw. & Bat...100	1,200,000			Ohio and Mississippi...100	20,000,000						
Dubuque and Sioux City...100	1,073,641	Annual	July '69 3	Do. pref.100	5,500,000	J. & D.	Jun. '69 3				
Do. do. pref.100	1,987,251	J. & J.	July '69 3	Oil Creek & Allegheny R...50	4,255,000	J.A.J.&O.	Apl. '69 2				
Eastern (Mass.)...100	3,883,300	J. & J.	Jan. '69 4	Old Colony & Newport...100	4,848,320	J. & J.	Jan. '69 3				
Eastern (N. H.)...100	492,500	J. & J.	Jan. '69 4	Orange and Newark...100	281,550						
East Pennsylvania...50	664,800			Oswego and Syracuse...50	482,400	F. & A.	Feb. '69 4				
East Tenn. and Georgia...100	2,389,730			Pacific of Missouri...100	3,614,515	J.A.J.&O.	Apl. '69 6				
East Tenn. and Virginia...100	667,800			Panama...100	7,000,000	J.A.J.&O.	Apl. '69 6				
Eighth Avenue (N. Y.)...100	1,000,000	J.A.J.&O.	Jan. '68 4	Paterson and Ramapo...100	248,500	J. & J.	Jan. '69 3				
Elm., Jeffers & Canand...100	600,000	F. & A.	Feb. '69 2	Paterson and Hudson River...100	630,000	J. & J.	Jan. '69 3				
Elmira & Williamsport...50	600,000	M. & N.	Nov. '68 3	Pennsylvania...100	21,045,750	M. & N.	May '69 5				
Do. do. pref. 50	600,000	J. & J.	Jan. '69 3	Peoria & Bureau Valley...100	1,200,000	A. & O.	Apl. '69 6				
Erie Railway...100	57,765,300	F. & A.	Feb. '66 4	Philadelphia and Erie...50	5,996,700	J. &					

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1886.....	475,641	433,279	385,991	412,521	464,507	468,243	466,898	568,589	538,150	699,670	474,056	388,573	5,690,119
1887.....	377,852	380,190	459,555	407,018	465,102	385,396	400,550	461,879	485,177	483,917	474,134	360,041	5,167,371
1888.....	404,467	393,251	408,947	388,654	355,255	359,184	343,325	413,484	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1886.....	109,850	101,855	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1887.....	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	262,015	2,770,484
1888.....	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1889.....	226,153	222,241	290,111	269,249	329,851	371,544	321,597	397,289	322,638	360,223	322,030	271,247	3,686,153
1890.....	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,109	3,892,861
1891.....	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,745	409,569	361,701	4,508,643
1892.....	339,762	304,828	393,645	331,149	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1886.....	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,950,267
1887.....	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1888.....	305,554	240,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,623	270,073	201,779	3,313,514
1889.....	183,385	257,230	297,506	209,099	277,506	306,093	238,928	317,977	400,941	428,474	346,028	260,268	3,466,922
1890.....	262,047	224,621	272,451	288,369	297,625	276,081	297,513	444,024	560,403	599,549	442,275	377,033	4,558,614
1891.....	308,587	297,464	276,431	288,700	308,891	366,200	329,900	478,000	544,900	550,900	401,100	381,400	4,541,973
1892.....	333,300	308,200	398,700	362,900	419,100	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1886.....	.....	.....	.....	.....	.....	360,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1887.....	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1888.....	541,005	482,164	499,296	468,358	585,623	747,942	702,091	767,508	946,707	932,683	754,671	547,842	7,976,490
1889.....	523,566	399,917	523,745	537,519	658,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	715,359	9,299,430
1890.....	696,147	574,664	765,398	774,279	896,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1891.....	724,890	807,478	850,193	1,094,598	1,211,150	1,167,544	1,091,468	1,265,831	1,518,483	1,547,906	1,139,334	1,001,592	13,443,763
1892.....	871,218	827,254	1,149,258	1,092,378	1,269,964	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1886.....	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,308,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1887.....	907,759	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,408,716	1,421,881	1,041,646	.....	14,139,264
1888.....	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,099,005	1,093,943	.....	.....	.....	.....	.....	.....
Illinois Central:													
1886.....	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,446,827
1887.....	299,944	271,085	275,643	289,224	334,687	407,992	433,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1888.....	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,170	799,236	661,391	667,141	603,402	6,329,447
1889.....	571,536	528,972	616,608	460,573	617,682	678,403	578,403	747,469	739,736	641,589	645,887	618,088	7,181,208
1890.....	603,053	505,206	505,465	411,605	569,250	567,679	450,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1891.....	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1892.....	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,022
1893.....	681,656	558,783	711,559	596,355	655,047	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1886.....	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1887.....	94,136	78,976	92,910	92,708	90,526	90,535	106,594	114,710	121,217	142,823	132,387	123,383	1,278,713
1888.....	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,109	121,408	1,240,096
1889.....	98,517	91,666	103,568	109,526	111,033	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1886.....	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1887.....	304,445	304,445	338,454	330,651	267,126	316,258	278,891	368,862	402,219	407,107	448,934	411,806	4,120,152
1888.....	363,996	366,361	413,974	305,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1889.....	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	429,546	352,218	4,650,328
1890.....	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,755	380,034	4,663,808
1891.....	362,021	338,335	381,497	455,983	400,486	363,550	301,495	435,781	512,523	532,061	419,005	423,313	4,929,050
1892.....	378,751	363,881	453,451	473,544	445,792	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1886.....	230,159	159,658	151,902	175,096	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1887.....	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1888.....	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1889.....	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,570	4,250,550
1890.....	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1891.....	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	337,073	4,371,073
1892.....	343,516	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
1893.....	384,120	320,636	386,527	411,514	403,646	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1886.....	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,566	751,738	1,101,771	775,616	438,323	5,683,608
1887.....	368,487	350,884	333,281	435,629	565,718	458,094	423,247	522,545	1,023,520	1,037,434	529,927	468,796	6,517,562
1888.....	330,233	420,774	460,287	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1886.....	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1887.....	1,086,360	895,887	1,175,745	1,190,491	1,084,533	1,135,461	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,867	14,143,216
1888.....	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1886.....	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1887.....	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,798,006
1888.....	267,541	246,109	326,236	277,424	253,925	247,262	305,454	305,454	310,762	302,426	302,426	281,613	3,800,583
1889.....	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,052	3,459,319
1890.....	211,973	231,351	295,905	252,149	204,620	217,082	194,455	287,557	307,122	273,329	274,637	233,861	2,964,041
1891.....	180,366	216,080	221,459	214,409	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1886.....	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1887.....	335,685	361,834											

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.					* Indicates that no interest is paid.				
National Securities, June 1, 1869.					Massachusetts—Western R. R. Loan, sterling				
Amounts outstanding.	Rate.	Payable.	When Payable.	Market Price.	Amounts outstanding.	Rate.	Payable.	When Payable.	Market Price.
Loan of June 14, 1858.....registered	20,000,000	5	Jan. & July.	1874 123	—Troy and Greenfield Loan, stg.	3,578,696	5	April & Oct.	'69-'88
Loan of June 22, 1860.....coupon	7,022,000	5	"	1874 121	—Eastern R. R. Loan.....dollar	1,166,500	5	"	'88-'90
Loans of Feb. 8, July 1, Aug. 3, '61 registered	282,732,400	5	"	1871 133	—Nor. & Wore. R. R. Loan	200,000	5	Jan. & July.	'90-'94 109
and March 3, 1863.....coupon	945,000	5	"	1871 117	—B. H. & Erie R. R. Loan, stg.	400,000	5	"	'94-'97
Oregon War Bonds of March 2, 1861.....	514,771,000	5	"	1881 121	—State Scrip (var.).....	290,400	5	"	1877
Loan of Feb. 25, 1862 (5-20s).....registered	3,882,500	5	July.	1881	—Union Fund Loan of 1861.....	171,000	5	Various.	1870
Loan of March 3, 1864 (5-20s).....coupon	125,561,300	5	May & Nov.	1882 117	—Back Bay Loan of 1862-'63.....	117,000	5	April & Oct.	1872
Loan of June 30, 1864 (5-20s).....registered	203,327,250	5	"	1882 122	—Bounty Fund Loan of 1863.....	125,000	5	Various.	1873
Loan of March 3, 1865 (5-20s).....coupon	332,998,950	5	"	1884 117	—War Fund 5-20 Loan.....	244,000	5	June & Dec.	1874
2d series (5-20s).....registered	379,534,450	5	"	1884 117	—Three Years' Loan.....	60,000	5	'70-'72	
3d series (5-20s).....registered	42,539,350	5	"	1884 117	—Consols. (interest).....	200,000	5	Jan. & July.	1871
4th series (5-20s).....coupon	194,567,300	5	"	1885 117	—S. W. Pacific, guar.....	650,000	5	"	'72-'73
Union Pacific R. R. Bonds.....(currency)	58,638,320	5	Jan. & July.	1885 118	—Han. and St. Jo. R. R. Loan.....	720,000	5	"	'74-'75 129
Certificates of Mar. 2, 1867, and July 2, 1868.....	53,075,000	5	"	1885 118	—Nebraska—(No Account).....	1,430,000	5	"	1876
Navy Pension Fund of July 23, 1868.....	14,000,000	5	"	1886 115	—Nevada—(No Account).....	600,000	5	"	'77-'78
Loans of 1842, 1847 and 1848.....	132,100	5	"	1886 119	—New Hampshire—War Loan of July 1, 1861.....	200,000	5	May & Nov.	1880
Texas Indemnity Bonds of Sept. 9, 1859.....	104,511	5	"	1887 119	—Renewal Loan.....	1,728,000	5	Jan. & July.	1883
Treasury Notes of 1857, '60, '61 and '63.....	1,546,300	5	"	1888	—Two Million Loan.....	980,000	5	Jan. & July.	1884
Treasury Notes (7-30s).....	35,000	5	"	1888	—Bounty Loan.....	463,000	5	May & Nov.	1885
Certificates of Indebtedness.....	12,000	5	"	1888	—Minnesota—Railroad Loan.....	2,275,000	5	Jan. & July.	1886
Compound Interest Notes of 1863 and 1864.....	2,956,350	5	"	1888	—Mississippi—State Bonds (for banks).....	7,000,000	5	Jan. & July.	1887
Temporary Loan of June 30, 1864.....	186,610	5	"	1888	—Missouri—State Bonds proper.....	453,000	5	Jan. & July.	1887
U. S. Notes (greenbacks).....	389,511,567	5	"	1888	—Consols. (interest).....	2,800,000	5	"	'82-'90
Fractional Currency.....		5	"	1888	—Railroad Loans.....	13,734,000	5	"	'81-'87
State Securities, latest dates.					—S. W. Pacific, guar.....	1,589,000	5	"	'81-'85 94
Alabama—State Bonds.....	168,900	5	May & Nov.	1872 67	—Han. and St. Jo. R. R. Loan.....	3,000,000	5	"	'81-'85 94
—(extended).....	2,414,800	5	"	'83-'85	—Nebraska—(No Account).....		5	"	'81-'85 94
—(sterling).....	770,500	5	Jan. & July.	'70-'86	—Nevada—(No Account).....		5	"	'81-'85 94
—(new).....	732,800	5	"	1886	—New Hampshire—War Loan of July 1, 1861.....	1,089,800	5	Jan. & July.	'69-'78 99
Arkansas—State Bonds (Real Estate Bank).....	660,200	5	"	'94-'95 100	—Renewal Loan.....	600,000	5	Mar. & Sept.	'84-'89 98
—(State Bank).....	886,000	5	April & Oct.	1861	—Two Million Loan.....	1,267,000	5	April & Oct.	'69-'74
California—Civil Bonds of 1867.....	440,000	5	Jan. & July.	1868	—Bounty Loan.....	500,000	5	Jan. & July.	1869
—Soldiers' Relief Bonds.....	3,066,500	5	Jan. & July.	1877 132	—Missouri—State Bonds proper.....	453,000	5	Jan. & July.	'69-'84 101
—Bounty Bonds.....	177,500	5	"	1880	—Consols. (interest).....	2,800,000	5	"	'82-'90
Connecticut—War Bonds, My '61, (10 or 20yr).....	470,500	5	"	'83-'85	—Railroad Loans.....	13,734,000	5	"	'81-'87
—Oct. '61, (10 or 20yr).....	982,000	5	"	'83-'85	—S. W. Pacific, guar.....	1,589,000	5	"	'81-'85 94
—Nov. 1863.....	7,513,692	5	"	'71-'81 99	—Han. and St. Jo. R. R. Loan.....	3,000,000	5	"	'81-'85 94
—My '64, (10 or 20yr).....		5	"	'72-'82	—Nebraska—(No Account).....		5	"	'81-'85 94
—May 1, 1865, (free).....		5	"	'74-'78	—Nevada—(No Account).....		5	"	'81-'85 94
—(various) registered.....	867,500	5	"	1885	—New Hampshire—War Loan of July 1, 1861.....	1,089,800	5	Jan. & July.	'69-'78 99
Florida—State Bonds.....	500,000	5	Various.	Var.	—Renewal Loan.....	600,000	5	Mar. & Sept.	'84-'89 98
Georgia—State Bonds (W. & A. R. R.).....	100,009	5	Jan. & July.	Var.	—Two Million Loan.....	1,267,000	5	April & Oct.	'69-'74
—(Act March 12, 1866).....	176,000	5	"	Var.	—Bounty Loan.....	500,000	5	Jan. & July.	1869
—(W. & A. R. R.).....	3,164,500	5	Jan. & July.	1870 97	—Missouri—State Bonds proper.....	453,000	5	Jan. & July.	'69-'84 101
—(Atl. and Gulf R. R.).....	1,519,000	5	"	'68-'74 83	—Consols. (interest).....	2,800,000	5	"	'82-'90
—(sterling).....	75,000	5	May & Oct.	1874	—Railroad Loans.....	13,734,000	5	"	'81-'87
Illinois—New Internal Improvement Stock.....	734,000	5	Feb. & Aug.	'78-'86	—S. W. Pacific, guar.....	1,589,000	5	"	'81-'85 94
—Interest Bonds.....	72,000	5	Mar. & Sept.	1889	—Han. and St. Jo. R. R. Loan.....	3,000,000	5	"	'81-'85 94
—Liquidation Bonds.....	1,635,954	5	Jan. & July.	1870	—Nebraska—(No Account).....		5	"	'81-'85 94
—Refunded Stock.....	996,649	5	"	1877 100	—Nevada—(No Account).....		5	"	'81-'85 94
—Thornton Loan Bonds.....	193,400	5	"	1865	—New Hampshire—War Loan of July 1, 1861.....	1,089,800	5	Jan. & July.	'69-'78 99
—War Loan Bonds.....	985,900	5	"	'69-'77	—Renewal Loan.....	600,000	5	Mar. & Sept.	'84-'89 98
—Ill. and Mich. Canal.....(sterling)	104,000	5	"	1869	—Two Million Loan.....	1,267,000	5	April & Oct.	'69-'74
—Registered.....	543,200	5	"	1879 100	—Bounty Loan.....	500,000	5	Jan. & July.	1869
Indiana—State Stock.....	792,222	5	"	1870	—Missouri—State Bonds proper.....	453,000	5	Jan. & July.	'69-'84 101
—War Loan Bonds.....	535,367	5	"	1870	—Consols. (interest).....	2,800,000	5	"	'82-'90
Iowa—State Bonds of 1858.....	2,322,925	5	Jan. & July.	1866 97	—Railroad Loans.....	13,734,000	5	"	'81-'87
—War and Defense Bonds of 1861.....	210,000	5	May & Nov.	1888	—S. W. Pacific, guar.....	1,589,000	5	"	'81-'85 94
Kansas—War Bonds, 1861-'67.....	200,000	5	Jan. & July.	1868	—Han. and St. Jo. R. R. Loan.....	3,000,000	5	"	'81-'85 94
—Territorial Debt Bonds.....	300,000	5	"	1881	—Nebraska—(No Account).....		5	"	'81-'85 94
Kentucky—State Bonds.....	750,000	5	Jan. & July.	'76-'97	—Nevada—(No Account).....		5	"	'81-'85 94
Louisiana—State Bonds (Schools, &c.).....	100,000	5	April & Oct.	'71-'72 100	—New Hampshire—War Loan of July 1, 1861.....	1,089,800	5	Jan. & July.	'69-'78 99
—(Railroads).....	339,000	5	May & Nov.	1879	—Renewal Loan.....	600,000	5	Mar. & Sept.	'84-'89 98
—(Charity Hospital).....	160,000	5	April & Oct.	'69-'73	—Two Million Loan.....	1,267,000	5	April & Oct.	'69-'74
—(Levees).....	635,000	5	Various.	'60-'93	—Bounty Loan.....	500,000	5	Jan. & July.	1869
—(1867).....	684,500	5	Jan. & July.	1893	—Missouri—State Bonds proper.....	453,000	5	Jan. & July.	'69-'84 101
—(1868).....	2,092,000	5	"	'69-'96 73	—Consols. (interest).....	2,800,000	5	"	'82-'90
—(Funding).....	86,000	5	Mar. & Sept.	1872	—Railroad Loans.....	13,734,000	5	"	'81-'87
Maine—Civil Loans.....	2,414,000	5	Various.	1886 66	—S. W. Pacific, guar.....	1,589,000	5	"	'81-'85 94
—War Loan of 1861.....	3,000,000	5	"	1908 87	—Han. and St. Jo. R. R. Loan.....	3,000,000	5	"	'81-'85 94
—1863.....	494,800	5	"	'86-'88	—Nebraska—(No Account).....		5	"	'81-'85 94
—1864.....	250,000	5	"	'69-'74	—Nevada—(No Account).....		5	"	'81-'85 94
—Bounty Loan of 1863.....	171,000	5	"	'75-'78	—New Hampshire—War Loan of July 1, 1861.....	1,089,800	5	Jan. & July.	'69-'78 99
Maryland—Sterling Bonds of 1838.....	802,000	5	Mar. & Sept.	1871	—Renewal Loan.....	600,000	5	Mar. & Sept.	'84-'89 98
—converted.....	2,252,112	5	June & Dec.	1889 90	—Two Million Loan.....	1,267,000	5	April & Oct.	'69-'74
—Currency Bonds of 1837.....	1,214,580	5	Feb. & Aug.	1880 90	—Bounty Loan.....	500,000	5	Jan. & July.	1869
—1827.....	269,000	5	J. A. J. & O.	1865	—Missouri—State Bonds proper.....	453,000	5	Jan. & July.	'69-'84 101
—1834-'35.....	24,000	5	"	'89-'90	—Consols. (interest).....	2,800,000	5	"	'82-'90
—1838-'39.....	1,458,428	5	"	'70-'85 95	—Railroad Loans.....	13,734,000	5	"	'81-'87
—1838-'39.....	525,008	5	"	'89-'99	—S. W. Pacific, guar.....	1,589,000	5	"	'81-'85 94
—1838-'39.....	46,232	5	"	1890	—Han. and St. Jo. R. R. Loan.....	3,000,000	5	"	'81-'85 94
—Defense Loan of 1864-'68.....	2,040,100	5	"	1883	—Nebraska—(No Account).....		5	"	'81-'85 94
—South Relief Loan of 1867.....	100,000	5	"	1873	—Nevada—(No Account).....		5	"	'81-'85 94

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Camden and Burlington County:						
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886	....	1st Mortgage of 1867 for \$350,000	\$259,000	6	Feb. & Aug.	Philadelphia.	1897	86
Alabama and Florida:							Cape Cod Central:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1867	....	1st Mortgage.....	125,000	6	— & —	Boston.	18—	....
Land Mortgage.....	550,000	7	"	"	1887	....	Cape May and Millville:						
3d Mortgage.....	300,000	7	April & Oct.	"	1871	....	1st Mortgage.....	200,000	7	— & —	New York.	18—	....
Interest Coupon.....	304,101	7	Jan. & July.	"	1876	....	Catawissa:						
Albany and Susquehanna:							1st Mortgage.....	262,000	7	Feb. & Aug.	Philadelphia.	1882	97
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1893	....	Cedar Falls and Minnesota:						
Albany City Loan.....	1,000,000	6	May & Nov.	"	1895	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
2d Mortgage for \$2,000,000	802,000	7	April & Oct.	"	1885	80	1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	"	1887	....
Allegheny Valley:							Cedar Rapids and Missouri River:						
1st Mortgage.....	398,000	7	April & Oct.	Pittsburg.	1891	....	1st Mortgage.....		7	— & —	New York.	1916	91
1st Mortgage (Extension).....	4,000,000	7.3	"	"	1896	....	Central Branch Union Pacific:						
Androscoogin:							1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
1st Mortgage.....	415,000	6	June & Dec.	Portland.	1877	....	2d Mortgage Govern'm't subsidy.	1,000,000	6	Jan. & July.	"	1895	....
Ashuelot:							Central of Georgia:						
1st Mortgage.....	150,000	6	Jan. & July.	Keene.	1861	....	1st Mortgage.....	780,000	7	March & Sept.	Savannah.	1875	98
Atlantic and Great Western:							Central of New Jersey:						
1st Mortgage (New York).....	886,000	7*	April & Oct.	London.	1879	....	1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	1870	90
1st Mortgage (Pennsylvania).....	2,151,500	7*	"	"	1877	....	2d Mortgage.....	600,000	7	May & Nov.	"	1875	102
1st Mortgage (Ohio).....	3,740,900	7*	"	New York.	1876	....	Central Ohio:						
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890	83
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....	Central Pacific of California:						
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....	1st Mortgage (on 725 m.) free.....	21,003,000	6*	Jan. & July.	New York.	1896	100
2d Mortgage (New York).....	761,000	7*	April & Oct.	New York.	1881	....	2d Mortgage (paid by Cal.).....	1,500,000	7*	"	"	1885	111
2d Mortgage (Pennsylvania).....	757,500	7*	"	London.	1882	....	Convertible bonds.....	1,500,000	7*	"	"	1883	109
2d Mortgage (Ohio).....	2,653,000	7*	Jan. & July.	"	1883	....	National Loan.....	21,003,000	6	"	"	1895	....
Consolidated Mortgage.....	17,105,000	7*	April & Oct.	"	1896	....	Charleston and Savannah:						
Atlantic and Gulf:							1st Mortgage (guar by S. Car.)..	505,000	6	March & Sept.	Charleston.	1877	40
1st Mortgage (S. A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....	Charlotte and South Carolina:						
1st Mort. (A. & G. R. R. No. 7 to T.)	500,000	7	"	New York.	18—	....	1st Mortgage for \$500,000.....	334,000	7	Jan. & July.	New York.	var.	62
1st Mort. (A. & G. R. R. S. No. 7)	500,000	7	"	"	18—	....	Cheraw and Darlington:						
1st Mortgage (Bainbridge Ext.)	500,000	7	"	"	18—	....	1st Mortgage.....	150,000	7	— & —	Charleston.	1870	....
Consol. Mort. (\$2,000,000) free.....		7	Jan. & July.	"	1897	84	2d Mortgage.....	75,000	7	— & —	"	1868	....
Atlantic and St. Lawrence:							Cheshire:						
Portland City Loan (skg fund) ..	1,500,000	6	Various.	B. & N. Y.	'68-'70	....	Company bonds.....	672,200	6	Jan. & July.	Boston.	'75-'80	92
2d Mortgage.....	1,499,992	6	April & Oct.	Portland.	1866	....	Chester Valley:						
Sterling Loan.....	484,000	6*	May & Nov.	London.	1878	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872	51
Baltimore and Ohio:							Chicago and Alton:						
Loan of 1884.....	753,931	6	J. A. J. & O.	Baltimore.	1867	....	1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	97
Loan of 1885.....	868,250	6	Jan. & July.	"	1875	93	1st Mortgage.....	2,400,000	7	Jan. & July.	"	1893	102
Loan of 1886.....	579,500	6	"	"	1880	90	Income bonds (2d Mortgage).....	1,100,000	7	April & Oct.	"	1883	94
Loan of 1887.....	1,710,500	6	April & Oct.	"	1885	91	Chicago, Burlington and Quincy:						
Baltimore City Loan of 1885.....	5,000,000	6	Jan. & July.	"	1890	....	Trust Mortgage.....	3,078,000	8	Jan. & July.	New York.	1883	112
Northwestern Va. R. R. 2d Mort.	487,500	6	"	"	1873	....	Trust Mortgage.....	150,000	8	"	"	1883	....
Northwestern Va. R. R. 3d Mort.	155,000	6	"	"	1885	....	2d Mortgage, convertible.....	941,000	4 1/2	July.	Frankfort.	1890	....
Bay de Noquet and Marquette:							Company bonds.....	680,000	7	March & Sept.	New York.	1890	....
1st Mortgage.....	250,000	7	Jan. & July.	New York.	18—	....	Chicago, Cincinnati and Louisv.:						
Belleville:							1st Mortgage for \$1,000,000.....	400,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70-'90	....	Chicago and Great Eastern:						
2d Mortgage.....	485,000	7	"	"	1870	....	1st Mortgage.....		7	April & Oct.	New York.	1895	85
Belleville and Snow Shoe:							1st Mortgage (convertible).....	5,600,000	7	"	"	1895	....
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	18—	....	Chicago, Iowa and Nebraska:						
Belvidere Delaware:							1st Mortgage.....	1,110,000	7	— & —	New York.	1881	....
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	89	Chicago and Milwaukee, (45 m'ls):						
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	81	1st Mortgage (C. and N. W.)...	397,000	7	May & Nov.	New York.	1874	91
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	80	3d Mortgage (" "						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland, Painesv. and Ashta.:							Erie:						
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	91½	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1877	99½
2d Mortgage.....	1,000,000	7	" "	" "	1881	92	2d Mortgage.....	4,000,000	7	March & Sept.	" "	1879	92½
3d Mortgage.....	1,000,000	7	April & Oct.	" "	1888	92	3d Mortgage.....	6,000,000	7	" "	" "	1883	89
Cleveland and Toledo:							4th Mortgage.....	4,441,000	7	April & Oct.	" "	1883	82
1st Mort. (June R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	91	5th Mortgage.....	926,500	7	June & Dec.	" "	1888	78½
1st Mort. (June R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882	91	Buffalo Branch Bonds.....	186,400	7	Jan. & July.	" "	1891	80
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1888	91	Starling Loan £800,000.....	4,844,400	7	March & Sept.	London.	1875	90
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	100½	Erie and Pittsburgh:						
Columbia and Augusta:							1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	90
1st Mortgage for \$1,000,000.....	650,000	7	Jan. & July.	New York.	1888	90	2d Mortgage for \$700,000.....	370,200	7	April & Oct.	" "	1875	90
Columbus, Chicago & Ind. Cent.:							Evansville and Crawfordville:						
Trust Mort. S. F. for \$15,000,000.....	7	7	April & Oct.	New York.	1908	84	1st Mortgage of 1852.....	350,000	7	Jan. & July.	New York.	1869	90
Columbus and Indiana Central:							1st Mortgage of 1854.....	740,000	7	May & Nov.	" "	1869	90
1st Mortgage.....	3,200,000	7	May & Nov.	New York.	1904	84	Rockville Extension 1st Mort.:	150,000	7	Feb. & Aug.	" "	1881	90
2d Mortgage.....	816,000	7	" "	" "	18—	81	Fall River, Warren & Providence:						
Income Bonds.....	1,500,000	7	" "	" "	18—	81	1st Mortgage.....	200,000	7	" "	Providence.	18—	90
Columbus and Xenia:							Flemington:						
1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1890	90	1st Mortgage, guaranteed.....	100,000	6	" "	Princeton.	18—	90
Connecticut and Passumpsic Riv.:							Flint and Pere Marquette:						
1st Mortgage for \$800,000.....	573,800	6	June & Dec.	Boston.	1876	87½	1st Mortgage.....	815,000	7	" "	New York.	18—	90
Connecticut River:							Galena and Chicago Union:						
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	98	1st Mortgage.....	1,919,000	7	Feb. & Aug.	New York.	1882	98
Connecting:							2d Mortgage.....	1,029,000	7	May & Nov.	" "	1875	97
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	87½	Mississippi Bridge.....	200,000	7	Jan. & July.	" "	1884	90
Council Bluffs and St. Joseph:							Grand Rapids and Indiana:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1887	90	1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886	90
Cumberland Coal and Iron:							Grand River Valley:						
Bonds of Nov. 1852.....	397,000	8	Jan. & July.	New York.	1869	90	1st Mortgage, guaranteed.....	100,000	8	Jan. & July.	New York.	18—	90
Bonds of Feb. 1864.....	89,000	6	Feb. & Aug.	" "	1869	90	Grand Trunk (Ca.):						
Bonds of July 1867.....	93,000	6	" "	" "	1877	90	1st Preference Bonds.....	12,573,661	5*	Jan. & July.	London.	18—	90
Cumberland and Pennsylvania:							2d Preference Bonds.....	7,355,986	5*	" "	" "	18—	90
1st Mortgage for \$1,000,000.....	898,000	6	March & Sept.	New York.	1891	90	3d Preference Stock.....	3,414,094	4*	" "	" "	18—	90
Cumberland Valley:							4th Preference Stock.....	25,592,860	4*	" "	" "	18—	90
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	90	Equipment Bonds.....	2,435,333	6*	April & Oct.	" "	18—	90
2d Mortgage.....	108,500	8	" "	" "	1904	90	Postal and Military bonds.....	5,840,000	var	Feb. & Aug.	" "	18—	90
Company's Bonds.....	85,300	6	" "	Harrisburg.	18—	90	Great Western of Canada:						
Danbury and Norwalk:							Government Loan £575,688.....	2,782,387	6*	" "	Ottawa.	18—	90
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1870-80	90	Mortgage Bonds £615,200.....	2,983,720	6*	" "	London.	73-76	90
Dayton and Michigan:							Mortgage Bonds £547,000.....	2,652,950	5½*	" "	" "	77-78	90
1st Mortgage.....	283,000	7	Jan. & July.	New York.	1867	90	Stock Debentures £46,700.....	226,500	5*	" "	" "	irred.	90
2d Mortgage.....	2,589,000	7	" "	" "	1881	90	Great Western of Illinois:						
3d Mortgage.....	642,000	7	March & Sept.	" "	1884	90	1st Mortgage (W. Div.).....	1,000,000	10	April & Oct.	New York.	1868	100
Toledo Depot Bonds.....	169,500	7	" "	" "	81-94	90	1st Mortgage (E. Div.).....	45,000	7	Feb. & Aug.	" "	1888	90
Dayton and Union:							1st Mortgage (General).....	2,500,000	7	" "	" "	1888	90
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	90	2d Mortgage.....	2,500,000	7	May & Nov.	" "	1893	76½
2d Mortgage.....	135,000	7	June & Dec.	" "	1879	90	Greenville and Columbia:						
Income Bonds.....	251,000	6	" "	" "	79 aft	90	State guaranteed bonds.....	550,000	6	Jan. & July.	Charleston.	18—	37
Dayton and Western:							1st Mortgage.....	1,000,000	7	" "	New York.	18—	90
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882	90	Hannibal and St. Joseph:						
2d Mortgage.....	465,000	6	June & Dec.	" "	1882	90	State Loan of 1851.....	1,500,000	6	Jan. & July.	New York.	1881	94
Delaware:							State Loan of 1855.....	1,500,000	6	" "	" "	1885	90
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	90	Land Mort. of 1863 for \$3,400,000	2,300,000	7	April & Oct.	" "	1888	108
Guaranteed Bonds.....	100,000	6	" "	" "	1875	90	Convertible bonds of 1863.....	800,000	7	Jan. & July.	" "	1888	122
State Loan.....	170,000	6	" "	" "	1876	90	Six year bonds of 1865.....	1,000,000	10	" "	" "	1872	90
Delaware, Lackawanna & Western:							Harrisburg and Lancaster:						
1st Mort. (L. & W.) for \$800,000.....	564,000	7	Jan. & July.	New York.	1871	98	1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	90
1st Mort. (East. Ext.) \$1,500,000.....	1,111,000	7	April & Oct.	" "	1875	94	Hartford and New Haven:						
2d Mort. (General) for \$2,600,000.....	1,633,000	7	March & Sept.	" "	1881	94	1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873	94
D. & M. Valley:							Hartford, Providence and Fishkill:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	90	1st Mort. (R. Island 26.32 m.).....	481,000	7	Jan. & July.	Hartford.	1876	90
Income Bonds.....	462,000	7	Jan. & July.	" "	1884	90	1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	" "	1876	90
Detroit and Milwaukee:							Hempfield:						
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875	90	1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	18—	90
2d Mortgage.....	1,000,000	8	" "	" "	1884	90	Housatonic:						
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	" "	1875	90	1st Mortgage.....	191,000	6	Jan. & July.	Bridgeport.	1877	90
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	" "	1875	90	2d Mortgage.....	96,000	7	" "	" "	1885	90
Bonds of June 30, 1866, (cond.)	1,837,789	7	" "	" "	1886	90	Houston and Texas Central:						
Detroit, Mon. & Tol. (M.S. & N.L.)							Texas State Loan, sinking fund.	432,000	6	Apr. & Oct.	New York.	87-90	90
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876	90	1st Mortgage.....	1,360,000	7	Jan. & July.	" "	1866	90
Detroit and Pontiac (Det. & Mil.):							Land Mort. S. F. (\$20,000 p. m.)	6	6	" "	" "	1891	90
1st Mortgage.....	250,000	7	Jan. & July.	New York.	1878	90	Hudson River:						
2d Mortgage.....	250,000	8	Feb. & Aug.	" "	1886	90	1st Mortgage.....	110,000	6	Feb. & Aug.	New York.	1869	90
Dubuque and Sioux:							1st Mortgage.....	1,954,000	7	" "	" "	1869	104
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	91½	1st Mortgage.....	1,936,000	7	" "	" "	1870	90
1st Mortgage (construction).....	600,000	7	" "	" "	1894	90	2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	" "	1885	104
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888	90	3d Mortgage.....	183,000	7	May & Nov.	" "	1875	100
Dubuque Southwestern:							Huntington and Broad Top Mt.:						
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895	90	1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870	90
2d Mortgage, ordinary.....	450,000	7	" "	" "	1895	90	2d Mortgage.....	367,500	7	Feb. & Aug.	" "	1875	90
East Brandywine & Waynesboro:							Consol. Mortgage.....	723,245	7	April & Oct.	" "	1895	25
1st Mortgage.....	168,000	7	Feb. & Aug.	Philadelphia.	1882	90	Illinois Central:						
Eastern:							Construction.....	2,955,000	7	April & Oct.	New York.	1875	120
State Loan (1st Lien).....	350,000	5	J. A. J. & O.	Boston.	1868-72	90	Construction.....	437,500	6	" "	" "	1875	90
2d Mortgage, (convert. sterling).....	420,000	5*	Jan. & July.	London.	1872	90	Redemption.....	2,560,500	6	" "	" "	1890	90
2d Mortgage, convertible.....	739,000	6	Feb. & Aug.	Boston.	1874	95½	Redemption, sterling.....	2,424,500	6*	" "	London.	1875	90
1st Mortgage, (Essex Railroad).....	214,400	6	Jan. & July.	" "	1876	90	Illinois and Southern Iowa:						
Bonds.....	160,000	6	April & Oct.	" "	1885	94½	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	90
East Pennsylvania:							Indianapolis, Cin. and Lafayette:						
1st Mortgage, Sinking Fund.....	574,900	7	April & Oct.	Philadelphia.	1888	90	1st Mortgage (Ind. and Cin.)...	500,000	7	Jan. & July.	New York.	1866	90
East Tennessee and Georgia:							Indianapolis and Madison:						
Tennessee Loan (old).....	1,087,000	6	Jan. & July.	New York.	1882	90	1st Mortgage.....	612,000	7	May & Nov.	New York.	1881	90
Tennessee Loan (1866).....	449,830	6	" "	" "	1898	90	Jackson, Lansing and Saginaw:						
Mortgage (old).....	643,000	6	" "	" "	1880	90	1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1884	96½
Mortgage (new).....	124,900	7	" "	" "	1880	90	Jeffersonville (J. M. & L.):						
East Tennessee and Virginia:							1st Mortgage.....	397,000	7	March & Sept.	New York.	1861	94
Tennessee Loan (old).....	1,599,000	6	Jan. & July.	New York.	1888	90	2d Mortgage.....	7	7	April & Oct.	" "	1873	90
Tennessee Loan (1866).....	600,000	6	" "	" "	1898	90	Jeffersonville, Madison & Indian:						
Tennessee endorsed bonds.....	185,000	6	" "	" "	18—	90	1st Mortgage.....	1,980,000	7	April & Oct.	New York.	1906	90
Edgfield and Kentucky:							Louisville Loan (endorsement)...	150,000	6	" "	" "	1882	90
Tennessee Loan.....	870,000	6	Jan. & July.	New York.	18—	90	Joliet and Chicago:						
Elmira and Williamsport:							1st Mortgage, guaranteed, S. F.:	500,000	8	Jan. & July.	New York.	1874	90
1st Mortgage.....	1,050,000	7	Jan. & July.	Philadelphia.	1880	92	Joliet and Northern Indiana:						
Plain Bonds.....	570,000	5	April & Oct.	" "	1872	60	1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1883	90
European and North American:							Junction, Philadelphia:						
1st Mortgage, S. F., £411,000.....	6*	6*	Jan. & July.	London.	18—	90	1st Mortgage, guaranteed.....	800,000	6	April & Oct.	Philadelphia.	1896	90

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kentucky Central:							Mississippi and Tennessee:						
1st Mort. (Covington & Lexing.)	\$128,000	7	— & —	New York.	1872	....	1st Mortgage.....	\$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage (do.)	844,000	7	— & —	" "	1882	....	2d Mortgage for \$1,300,000.....	850,000	8	Jan. & July.	" "	1870	....
3d Mortgage (do.)	236,000	7	— & —	" "	1885	....	Tennessee State Loan.....	317,800	6	" "	" "	1892	....
Keokuk and St. Paul:							Mobile and Girard:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	96½	1st Mortgage Bonds.....	\$250,000	6	— & —	.....	18—	....
Income.....	100,000	7	" "	" "	1887	....	Mobile and Ohio:						
Knoxville and Charleston:							1st Mortgage, Sterling.....	4,503,000	6*	May & Nov.	London.	1882	....
Tenn. State Loan.....	450,000	6	Jan. & July.	New York.	1898	....	2d Mortgage, Sterling.....	1,669,800	6	Jan. & July.	New York.	1891	....
Knoxville and Kentucky:							Tennessee Loans.....	388,900	8	May & Nov.	Mobile.	1867	19
Tenn. State Loan (old).....	1,310,000	6	Jan. & July.	New York.	1890	....	Income of '61, '62, '65 and '67....	556,421	8	" "	New York.	1876	....
Tenn. State Loan (new).....	800,000	6	" "	" "	1898	....	Liquidation (10 year) bonds.....	697,900	8	" "	Mobile.	1882	38
Lackawanna and Bloomsburg:							Interest bonds.....	129,000	8	March & Sept.	New York.	1884	....
1st Mortgage.....	.....	7	Jan. & July.	New York.	1875	....	Montgomery and Bufala:						
1st Mortgage (Extension).....	.....	7	March & Sept.	Philadelphia.	1885	....	1st Mortgage, endorsed by Ala.....	100,000	8	Jan. & July.	New York.	1870	....
2d Mortgage.....	.....	7	April & Oct.	" "	1880	....	Income Bonds.....	306,900	8	" "	" "	1876	....
2d Mortgage (Extension).....	.....	7	May & Nov.	" "	1890	....	Income Bonds.....	719,500	8	" "	" "	1881	82
Lake Erie and Louisville:							Mortgage Bonds.....	5,000,000	7	May & Nov.	New York.	1914	99½
1st Mortgage for \$1,000,000.....	500,000	7	Jan. & July.	New York.	1893	....	1st Mortgage, Sinking Fund.....	3,000,000	7	Feb. & Aug.	" "	1891	95½
Lehigh and Lackawanna:							2d Mortgage.....	1,569,000	6	Jan. & July.	New York.	18—	....
1st Mortgage (tax free).....	200,000	7	Feb. & Aug.	Philadelphia.	1897	86½	1st Mortgage, endorsed by Tenn.....	150,000	6	" "	" "	18—	....
Lexington and Frankfort:							Tenn. State Loan.....	426,270	6	" "	" "	18—	....
1st Mortgage.....	44,000	6	Jan. & July.	Lexington.	'69-'74	....	Tenn. Coupons Funded.....	2,115,178	6	Jan. & July.	New York.	'88-'90	....
Lehigh Valley:							Income Bonds (Tenn. and Ala.).....	205,000	6	April & Oct.	Nashville.	1870	....
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	95	Nashville and Northwestern:						
New Mortgage, free of taxes.....	1,000,000	6	June & Dec.	" "	1898	97½	Tenn. State Loan.....	2,672,000	6	Jan. & July.	New York.	'88-'94	....
Little Miami:							2d Mortgage.....	792,050	6	" "	" "	'71-'83	....
1st Mortgage.....	1,489,000	6	May & Nov.	New York.	1883	....	Naugatuck:						
Cincinnati Loan.....	100,000	6	" "	Cincinnati.	1880	....	1st Mortgage, Convertible.....	246,000	7	Jan. & July.	Bridgeport.	1876	....
Little Schuylkill:							Newark and New York:						
1st Mortgage, sinking fund.....	847,500	7	April & Oct.	Philadelphia.	1877	99	1st Mortgage.....	600,000	...	— & —	New York.	18—	....
Long Island:							New Bedford and Taunton:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1870	95	1st Mortgage.....	174,000	6	Jan. & July.	Boston.	1881	....
Hunter's Point Extension.....	175,000	7	Feb. & Aug.	" "	1890	....	New Brunswick and Canada:						
Glen Cove Branch.....	150,000	6	May & Nov.	" "	1893	....	1st Mortgage, Sterling \$220,000.....	1,100,000	6*	May & Nov.	London.	1867	....
Louisville, Cincin. and Lexington:							Newcastle and Beaver Valley:						
1st Mortgage for \$3,000,000.....	2,118,000	7	Jan. & July.	New York.	1897	85	1st Mortgage for \$150,000.....	125,000	7	May & Nov.	Philadelphia.	1882	....
Louisville and Frankfort:							2d Mortgage for \$100,000.....	39,200	7	March & Sept.	" "	1877	....
Louisville.....	108,000	6	Jan. & July.	New York.	'69-'78	....	New Haven and Northampton:						
Louisville and Nashville:	100,000	6	" "	" "	1881	....	1st Mortgage.....	450,000	7	Jan. & July.	New Haven.	1860	....
1st Mortgage, Main Stem.....	1,515,000	7	Jan. & July.	New York.	'69-'77	98	1st Mort. (Hamps. & Hampd.).....	200,000	6	April & Oct.	" "	1874	....
1st Mortgage, Memphis Branch.....	267,000	7	May & Nov.	" "	'70-'75	96	New Jersey:						
1st Mortgage, Bardstown Branch.....	27,500	7	Jan. & July.	" "	1870	....	Company Bonds (var. issues).....	850,000	6	Feb. & Aug.	New York.	'73-'87	93
1st Mort. Lebanon Branch Ext.....	600,000	7	May & Nov.	" "	'80-'85	92	New London Northern:						
Louisville Loan, Main Stem.....	849,000	6	April & Oct.	" "	'86-'87	....	1st Mortgage.....	60,000	7	Jan. & July.	New London.	1875	....
Louisville Loan, Lebanon Br. Ext.....	225,000	6	May & Nov.	" "	1886	....	1st Mortgage, Extension.....	370,000	7	March & Sept.	" "	1885	....
Louisville Loan, Leb. Br. Ext.....	600,000	6	April & Oct.	" "	1893	....	N. Orleans, Jackson & Gt. North:						
Consolid. 1st mort. for \$5,000,000.....	.....	7	" "	" "	1898	90	1st Mortgage for \$3,000,000.....	2,741,000	8	Jan. & July.	New York.	1886	78
Louisville, N. Albany & Chicago:							2d Mortgage for \$3,000,000.....	1,019,000	8	" "	" "	1890	70
1st Mort. New Albany & Salem	2,235,000	6	— & —	New York.	18—	....	N. Orleans, Opelousas & Gt. Wtn:						
Macon and Brunswick:							1st Mort. construction (80 m.) ..	1,903,000	8	April & Oct.	New York.	1889	46
1st Mort. endorsed by Georgia.....	160,000	7	Jan. & July.	New York.	1887	....	2d Mort. (F.) for \$1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887	....
McMinnville and Manchester:							New York Central:						
Tenn. State Loan.....	772,000	6	Jan. & July.	New York.	.....	....	Premium, Sinking Fund Bonds.....	5,946,689	6	May & Nov.	New York.	1883	91
Mahanoy and Broad Mountain:							Funding, Sinking Fund Bonds.....	1,514,000	7	Feb. & Aug.	" "	1876	100½
1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1884	....	Bonds for B. & N. Falls R.R. Co.....	76,000	6	May & Nov.	" "	1883	....
Maine Central:							Bonds for railroad stocks.....	592,000	6	" "	" "	1883	87
\$1,100,000 Loan.....	1,095,000	6*	Feb. & Aug.	Boston.	'90-'91	....	Bonds for real estate.....	162,000	6	various.	" "	var.	....
\$400,000 Loan.....	315,200	6	June & Dec.	" "	'70-'71	....	Bonds and mortgages.....	58,215	7	Feb. & Aug.	" "	1876	120
Bangor City Loan.....	660,000	6	April & Oct.	" "	1874	....	Convertible bonds.....	210,000	7	June & Dec.	" "	1887	90½
3d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....	Renewal bonds of 1868.....	2,900,000	6	" "	" "	1887	....
Marietta and Cincinnati:							New York and Flushing:						
1st Mortgage.....	2,368,385	7	Feb. & Aug.	Baltimore.	1892	80	1st Mortgage.....	125,000	7	— & —	New York.	18—	....
1st Mortgage, Sterling.....	1,000,000	7*	" "	London.	1892	....	New York and Harlem:						
2d Mortgage.....	520,000	7	May & Nov.	Baltimore.	1896	70½	1st Mortgage of 1883.....	3,000,000	7	May & Nov.	New York.	1873	100½
Scioto and Hocking Valley.....	300,000	7	" "	" "	1896	....	Consolidated mortgage of 1863.....	1,797,000	7	Feb. & Aug.	" "	1893	....
Memphis and Charleston:							New York and New Haven:						
Tenn. State Loan.....	1,595,530	6	Jan. & July.	New York.	1890	....	1st Mortgage.....	1,068,500	6	April & Oct.	New York.	1875	95
1st Mortgage, Convertible.....	1,293,000	7	May & Nov.	" "	1880	85	New York, Providence & Boston:						
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	....	1st Mortgage.....	230,000	6	Feb. & Aug.	New York.	'73-'78	....
Memphis, Clarksville & Louisv.:							Improvement Bonds.....	100,000	7	Jan. & July.	" "	1881	....
Tenn. State Loan.....	1,582,000	6	Jan. & July.	New York.	1890	76	Extension Bonds.....	250,000	6	May & Nov.	" "	1888	....
Memphis and Little Rock:							Norfolk and Petersburg:						
Tenn. State, endorsements.....	445,000	6	Jan. & July.	New York.	1890	....	1st Mortgage.....	297,750	7	Jan. & July.	New York.	'65-'70	72½
Mortgage (road and land).....	600,000	8	May & Nov.	" "	1890	....	1st Mortgage.....	328,000	8	" "	" "	'65-'70	80
Michigan Central:							2d Mortgage for \$300,000.....	6,000	8	" "	Norfolk.	1869	....
1st Mortgage, sterling.....	467,489	6*	Jan. & July.	London.	1872	....	North Eastern:						
1st Mortgage, sterling, convertible	500,000	8*	March & Sept.	" "	1869	....	1st Mortgage.....	700,000	7	March & Sept.	Charleston.	1869	75
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	113½	2d Mortgage for \$300,000.....	145,000	7	Jan. & July.	" "	1868	....
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	" "	1882	....	Interest Certificates.....	228,086	7	Jan. & July.	" "	1875	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	" "	1882	125	North Missouri:						
Michigan Southern & North. Ind.:							1st Mortgage for \$6,000,000.....	3,000,000	7	Jan. & July.	New York.	1898	83½
1st Mortgage, Sinking Fund.....	6,094,000	7	May & Nov.	New York.	1885	98½	North Pennsylvania:						
2d Mortgage.....	2,693,000	7	" "	" "	1877	94	1st Mortgage.....	2,638,349	6	Jan. & July.	Philadelphia.	1880	91
Goshen Air Line Mortgage.....	637,000	7	Feb. & Aug.	" "	1868	....	Chattel Mortgage.....	377,365	10	April & Oct.	" "	1887	109
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	91	2d Mortgage.....	274,500	7	— & —	" "	18—	88½
Miffin and Centre County:							North Shore, S. I.:						
1st Mortgage.....	145,000	6	April & Oct.	Philadelphia.	1885	....	1st Mortgage.....	110,300	7	— & —	New York.	18—	....
Milwaukee & Chicago, (40 miles):							Northern Central:						
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	....	1st Mortgage, Sinking Fund.....	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
3d Mortgage, (C. & N. W. R. W.)	10,500	7	June & Dec.	" "	1898	....	2d Mortgage, Sinking Fund.....	2,500,000	6	Jan. & July.	" "	1885	88
Milwaukee and Prairie du Chien:							3d Mortgage, Sinking Fund.....	1,223,000	6	April & Oct.	" "	1900	86½
1st Mortgage.....	390,500	7	Jan. & July.	New York.	1891	....	Consol. 2d Mort. for \$6,000,000.....	952,000	6*	Jan. & July.	" "	1900	....
Milwaukee and St. Paul:							Northern New Hampshire:						
1st Mortgage—370 miles.....	5,361,000	7	Jan. & July.	New York.	1893	95	Company Bonds.....	145,000	6	April & Oct.	Boston.	1874	....
2d Mortgage.....	1,476,000	7	April & Oct.	" "	1884	84	Northern New Jersey:						
1st Mortgage (P. du C.).....	3,582,000	8	" "	" "	18—	105	1st Mortgage.....	900,000	7	Jan. & July.	New York.	18—	....
2d Mortgage (P. du C.).....	739,000	7.3	" "	" "	18—	94½	North Western Virginia:						
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	92	1st Mortgage.....	493,000	6	Jan. & July.	Baltimore.	1871	95
Minnesota Valley:							2d Mortgage (B. & O. R. R. Co.)	200,000	6	" "	" "	1878	90
1st Mortgage \$6,000 per mile.....	100,000	7	Jan. & July.	New York.	1896	....	3d Mortgage (B. & O. R. R. Co.)	200,000	6	" "	" "	1895	90
Mississippi Central:													
1st Mortgage.....	1,246,000	7	May & Nov.	New York.	18—	72							
2d Mortgage.....	1,517,000	8	Feb. & Aug.	" "	18—	49							
Tenn. State Loan.....	1,078,980	6	Jan. & July.	" "	1896							

AMERICAN RAILROAD JOURNAL.

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Carolina:							Providence, Warren and Bristol:						
Equipment Bonds of 1857.....	\$339,000	8	March & Sept.	Office, N. Car.	1867	....	1st Mortgage.....	\$100,000	8	March & Sept.	Providence.	1872	....
New Loan for \$800,000.....		8	"	"	1887	....	2d Mortgage.....	50,000	8	June & Dec.	"	1877	....
Ogdensburg and Lake Champlain:							Quincy and Toledo:						
1st Mort. conv. into pref. stock.	985,000	7	Jan. & July.	Boston.	1870	100	1st Mortgage.....	500,000	7	May & Nov.	New York.	1890	....
Equipment Bonds.....	300,000	8	"	"	'69-'78	102	Raritan and Delaware Bay:						
Ohio and Mississippi:							1st Mortgage, S. F. (68 m.)....	1,000,000	7	March & Sept.	New York.	1888	....
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872	94	2d Mortgage.....	250,000	7	"	"	1888	....
1st Mortgage, W. Div.....	850,000	7	"	"	1872	....	Equipment Bonds, convertible..	208,000	7	"	"	1876	....
2d Mortgage, W. Div.....	750,000	7	"	"	1874	....	Tom's River Br. 1st Mort.....	74,800	7	"	"	18—	....
Income, W. Div.....	221,500	7	April & Oct.	"	1882	....	Reading and Columbia:						
Consolidated Mort. for \$6,000,000		7	Jan. & July.	"	1898	86	1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.	1882	....
Old Colony and Newport:							2d Mortgage.....	350,000	7	June & Dec.	"	1884	....
Company Bonds.....	1,458,000	6	April & Oct.	Boston.	'75-'76	94	Rensselaer and Saratoga:						
Company Bonds.....	32,000	5	March & Sept.	"	1884	86	1st Mortgage (R. & S.).....	150,000	7	Jan. & July.	New York.	1873	....
Company Bonds.....	1,388,000	7	Feb. & Aug.	"	1877	102	1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	"	1886	....
Orange, Alexandria & Manassas:							1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	75	2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	"	'80-'87	....
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	"	1875	....	Richmond and Danville:						
2d Mort. " " " "	573,500	8	May & Nov.	Richmond.	1875	72	Virginia State Loan.....	900,000	6	Jan. & July.	New York.	'87-'88	....
3d Mort. " " " "	83,200	8	March & Sept.	Alexandria.	1880	....	Bonds guaranteed by Virginia..	200,000	7	"	"	'75-'76	72
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	New York.	1877	72	4th Mortgage.....	423,000	7	Feb. & Aug.	"	1875	....
Oswego and Rome:							4th Mortgage.....	504,000	7	"	Richmond.	1873	....
1st Mort. guar. by R. W. & O...	500,000	7	May & Nov.	New York.	1816	....	Funded Interest.....	82,100	7	"	N. Y. & Rich.	'69-'76	....
Income.....	200,000	6	Feb. & Aug.	"	1891	....	Richmond and Fort Wayne:						
Oswego and Syracuse:							1st Mortgage, guaranteed.....	—	7	"	New York.	18—	....
1st Mortgage.....	498,500	6	Jan. & July.	New York.	'70-'80	....	Rich., Frederickburg & Potomac:						
2d Mortgage.....	375,000	7	May & Nov.	"	1885	....	Company Bonds, sterling.....	57,333	6*	Jan. & July.	London.	1875	....
Pacific of Mo.:							Company Bonds, dollar.....	203,576	6	"	Richmond.	'69-'75	....
State Loan (29 and 30 years)...	7,000,000	5	Jan. & July.	New York.	'72-'89	....	Company Bonds, dollar.....	271,399	7	"	"	'75-'79	....
Mortgage, construction.....	1,500,000	7	"	"	'68-'70	93	Richmond and Petersburg:						
St. Louis Loan.....	700,000	6	"	St. Louis.	'71-'73	....	Company Bonds (coup. & reg.)...	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
1st (new) Mortgage for \$7,000,000		6*	Feb. & Aug.	New York.	1888	97	Company Bonds (coupons).....	175,000	7	March & Sept.	Philadelphia.	1870	....
Panama:							Roanoke Valley (R. & Dan.):						
1st Mortgage, Sterling.....	416,000	7*	April & Oct.	London.	1870	....	1st Mortgage.....	148,200	7	Jan. & July.	New York.	'69-'76	....
1st Mortgage, Sterling.....	346,000	7*	"	"	1875	....	Rockford, R. Island & St. Louis:						
2d Mortgage, Sterling.....	1,912,000	7*	Feb. & Aug.	"	1872	....	1st Mortgage, convertible, S.F. free	—	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Peninsula (C. & N. W.):							Rome, Watertown & Ogdensburg:						
1st Mortgage.....	1,075,000	7	March & Sept.	New York.	1898	92	1st Mortgage, Sinking Fund.....	554,500	7	June & Dec.	New York.	1891	100
Pennsylvania:							2d Mort. (Watertown & Rome)...	37,000	7	March & Sept.	"	'68-'71	....
1st Mort. { Harrisb. to Pittsb. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	102	Sinking Fund (Watert. & Rome)	731,600	7	"	"	1880	....
2d Mort. { " " " " }	2,594,000	6	April & Oct.	"	1875	97	1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	"	'69-'74	....
2d M. stg. { " " " " }	2,283,840	6	"	London.	1875	....	Rutland and Burlington:						
General Mortgage.....	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....	1st Mortgage.....	1,800,000	7	Feb. & Aug.	Boston.	1863	145
State lien on whole property...	6,232,755	6	April & Oct.	Harrisburg.	1890	....	2d Mortgage.....	937,500	7	"	"	1863	60
Short Bonds and Debentures...	3,520,728	6	Various.	Philadelphia.	var.	....	3d Mortgage.....	440,000	7	"	"	1863	....
Pensacola and Georgia:							Sacramento Valley:						
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18—	....	1st Mortgage.....	400,000	10*	Jan. & July.	New York.	1875	....
1st Mortgage (Tallahassee R.R.)	206,000	7	"	"	18—	....	2d Mortgage.....	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
2d Mortgage.....	255,000	8	"	"	18—	....	St. Joseph and Council Bluffs:						
Peoria and Bureau Valley:							1st Mortgage.....	1,400,000	10	March & Sept.	New York.	1892	....
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18—	....	St. Louis, Alton and Terre Haute:						
Peoria, Pekin and Jacksonville:							1st Mortgage (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	94
1st Mortgage for \$1,000,000.....	550,000	7	Jan. & July.	New York.	1887	....	1st Mortgage (Series B).....	1,100,000	7	April & Oct.	"	1894	....
Petersburg:							2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	84
Coupon Bonds.....	66,400	7	Jan. & July.	Petersburg.	'71-'72	....	2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....
Philadelphia and Baltimore Cent.:							2d Mortgage Income (Series E)...	1,700,000	7	"	"	1894	77
1st Mortgage.....	575,000	7	Jan. & July.	Philadelphia.	1876	....	St. Louis and Iron Mountain:						
Philadelphia and Erie:							1st Mortgage for \$4,000,000....	3,000,000	7	Feb. & Aug.	New York.	1892	85
1st Mortgage (Sunbury & Erie)...	1,000,000	7	April & Oct.	Philadelphia.	1877	97	St. Louis, Jacksonville & Chicago:						
1st Mortgage (General).....	5,000,000	6	"	"	1881	89	1st Mortgage (\$15,000 per mile).	2,250,000	7	April & Oct.	New York.	1884	97
2d Mortgage.....	4,000,000	7	"	"	1901	89	Equipment Bonds, free.....	—	10	Jan. & July.	"	18—	....
3d Mortgage for \$3,000,000.....	600,000	6	"	"	1885	....	St. Paul and Chicago:						
Philadelphia, Germant. & Norist.:							1st Mort. S.F. guar. for \$4,000,000	—	8	J. A. J. & O.	New York.	1900	....
Convertible Loan.....	116,100	6	Jan. & July.	Philadelphia.	1882	....	St. Paul and Pacific 1st Division:						
Philadelphia and Reading:							1st Mortgage (10 miles).....	400,000	8	March & Sept.	New York.	1892	....
Bonds of 1849.....	401,600	6	April & Oct.	Philadelphia.	1870	96	1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	"	1892	....
Bonds of 1861.....	102,000	6	Jan. & July.	"	1871	96	2d Mortgage and Land Grant...	1,200,000	7	June & Dec.	"	1892	....
Bonds of 1836-43-44-48 and 49...	2,497,800	6	"	"	1880	91	General Mort., stg. for £780,000	—	7*	Jan. & July.	London.	18—	....
Bonds of 1857, convertible.....	171,500	6	"	"	1886	94	General Mort., dol. for \$7,000,000	—	7	"	New York.	18—	....
Bonds of 1836, Sterling.....	182,400	6*	"	"	1880	....	Salem:						
Bonds of 1836, Sterling, conv.....	288,000	7*	"	"	'72-'77	....	1st Mortgage.....	100,000	7	Jan. & July.	Philadelphia.	18—	....
Bonds of 1868 for renewals.....	477,500	6	April & Oct.	"	1893	....	Salem and Lowell:						
Mort. bonds of '68, clear of taxes	2,255,000	7	"	Philadelphia.	1893	105	1st Mortgage.....	226,900	6	"	Boston.	1876	98
Philadelphia and Trenton:							Sandusky and Cincinnati:						
1st Mort. (Camden & Ambory)...	200,000	6	May & Nov.	Philadelphia.	1868	....	1st Mortgage.....	981,000	7	Feb. & Aug.	New York.	1900	73
Philadelphia, Wilmington & Balt.:							3d Mortgage.....	148,000	7	"	"	18—	....
Mortgage Loan, convertible.....	385,000	6	Jan. & July.	Philadelphia.	1884	....	Sandusky, Mansfield and Newark:						
Bonds of 1866.....	1,000,000	6	April & Oct.	"	'71-'76	93	1st Mortgage.....	1,290,000	7	Jan. & July.	New York.	1875	....
Bonds of 1867.....	945,000	6	"	"	1887	....	Funded Coupons.....	818,200	7	"	"	1875	....
Pittsburg and Connellsville:							Schuylkill Navigation:						
1st Mort. (Turtle Creek Div.)...	400,000	6	Feb. & Aug.	New York.	1889	....	1st Mortgage.....	1,761,213	6	March & Sept.	Philadelphia.	1872	....
Baltimore Loan (bonds & stock)	1,000,000	6	"	Baltimore.	1886	....	3d Mortgage.....	3,980,670	6	Jan. & July.	"	1882	....
Pittsburg, Ft. Wayne & Chicago:							Improvement Bonds.....	362,560	6	May & Nov.	"	1870	....
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	104	Schuylkill and Susquehanna:						
1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....	1st Mortgage.....	97,000	6	Jan. & July.	Philadelphia.	18—	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....	Seaboard and Roanoke:						
1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....	1st Mortgage.....	210,000	7	"	New York.	1880	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	3d Mortgage.....	71,000	7	"	"	1870
1st Mortgage (Series F).....	875,000	7	June & Dec.	"									

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			When.	Where.						When.	Where.		
Shore Line (N. H. & N. L.):							Western Alabama:						
1st Mortgage, reconstruction...	\$55,000	7	March & Sept.	New Haven.	1880	...	1st Mortgage, guar. for \$500,000.	7	April & Oct.	New York.	18—	...
South Carolina:							West Wisconsin:						
Sterling Bonds \$452,912	2,612,944	5*	Jan. & July.	London.	'71-'85	...	1st Mort. Land Grant, stg. conv.	1,000,000	7	Jan. & July.	London.	1883	70
Sterling Bonds \$59,031	262,360	5*	"	Charleston.	'71-'85	...	West Chester and Philadelphia:						
Domestic Bonds	617,167	6	various.	"	'68-'74	...	1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	...
Domestic Bonds	595,500	7	"	"	'68-'72	...	2d Mortgage, registered	562,000	8	April & Oct.	"	1878	...
Domestic Bonds	280,000	7	April & Oct.	"	'88-'91	...	West Jersey:						
South Shore:							Loan of 1861 for \$1,000,000	228,000	6	March & Sept.	Philadelphia.	1883	92
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	94	Loan of 1865 for \$1,000,000	780,000	6	Jan. & July.	"	1896	...
South Side, Va.:							Western (Boston and Albany):						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	...	Sterling Loans, \$899,900	4,319,520	5*	April & Oct.	London.	'68-'71	97
2d Mort., guar. by Petersburg	300,000	6	"	Petersburg.	'70-'75	65	Dollar Bonds	936,500	6	"	Boston.	1875	96
3d Mort. (for City Point R. R.)	175,000	6	"	"	'65-'68	...	Western Maryland:						
4th Mortgage	314,900	6	"	"	'70-'72	...	1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	68
5th Mortgage	119,000	8	"	"	'63-'69	...	1st Mortgage, endorsed by Balt.	200,000	6	"	"	1890	90
South Side, L. I.:							2d Mort. for \$300,000, end. by B.	300,000	6	"	"	1890	86
1st Mortgage	750,000	7	March & Sept.	New York.	1887	...	2d M. for \$300,000, end. by W. Co.	300,000	6	"	"	1890	...
South Western:							Western Pennsylvania:						
1st Mortgage	437,000	8	various.	Macon.	'75-'85	...	1st Mortgage, guaranteed	1,283,000	6	April & Oct.	Philadelphia.	18—	80
South West Pacific:							Western Union						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	...	1st Mortgage for \$5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	...
Southern Minnesota:							Wills Valley:						
1st Mortgage L. G. for \$1,000,000	900,000	7	Jan. & July.	New York.	1885	...	1st M. for \$1,000,000 end. by Ala.	.....	7	— & —	.....	18—	...
Springfield and Columbus:							Wilm., Charlotte & Rutherford:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	...	N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90-'92	...
Staten Island:							1st Mortgage guar. by State	.....	8	"	"	1897	75
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	...	Wilmington and Manchester:						
Steuernville and Indiana:							1st Mortgage	594,000	7	June & Dec.	New York.	1866	...
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	75	2d Mortgage	200,000	7	May & Nov.	"	1873	...
Sullivan:							Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	...
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	...	Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1892	...
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	...	Consol. Mortgage for \$2,000,000	.....	7	May & Nov.	New York.	'92-'02	...
Syracuse, Binghamton and N. Y.:							Wilmington and Weldon:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	...	1st Mortgage, Sterling	574,888	6*	Jan. & July.	London.	1881	...
Tallahassee:							2d Mortgage, Sterling	197,777	7*	"	"	1886	...
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	...	Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	91
Tioga:							Winchester and Alabama:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	96	Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'88-'96	...
Toledo, Logansport & Burlington:							Winchester and Potomac:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	85	Stg. State Loan	85,333	6	August.	Richmond.	1867	...
Toledo, Peoria and Warsaw:							Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	...
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	87	Winona and St. Peter:						
1st Mortgage (W. Div.)	1,600,000	7	Feb. & Aug.	"	1896	85	1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	...
Toledo, Wabash and Western:							Wrightsville, York & Gettysburg:						
1st Mort. (Tol. & Ill. 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91	1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	...
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1890	...	York and Cumberland (N. Cent.):						
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	83	1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	...
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	"	"	1871	...	2d Mortgage	25,000	6	Jan. & July.	"	1871	...
Equipmt Bonds (T. & W. 75 m.)	600,000	7	"	"	1883	77	3d Mortgage	500,000	6	"	"	1877	...
S. F. B. (Tol., W. & W. 499 m.)	269,000	7	April & Oct.	"	1871	...	CANAL BONDS:						
Consol. M. (T., W. & W. 499 m.)	1,890,000	7	J. A. J. & O.	"	1907	84	Chesapeake and Delaware:						
Troy and Boston:							1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	...	Chesapeake and Ohio:						
2d Mortgage	300,000	7	April & Oct.	"	1885	...	State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	...
3d Mortgage	650,000	7	May & Nov.	"	1875	...	Sterling, guaranteed	4,375,000	5*	"	London.	1890	...
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	...	Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1886	...
Troy Union:							Delaware Division:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	...	1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
2d Mortgage, guaranteed	180,000	6	"	"	1877	...	Delaware and Hudson:						
Union and Logansport:							1st Mortgage	531,000	7	March & Sept.	New York.	1870	...
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	...	1st Mortgage (new)	1,500,000	7	May & Nov.	"	1877	...
Union Pacific:							Delaware and Raritan (See Camden and Amboy R. R.)	.....	6	"	"	1877	...
1st Mortgage, free	25,998,000	6*	Jan. & July.	New York.	1897-8	94	Erie of Pennsylvania:						
2d Mortgage (Gov. subsidy)	25,998,000	6	"	"	1897-8	...	1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	...
Union Pacific—Central Branch:							Interest Bonds	161,960	7	"	"	18—	...
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	...	Illinois and Michigan:						
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	"	1895	...	Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	...
Union Pacific—Eastern Division:							Ill. State bonds, sterling, reg.	600,967	6*	"	"	1870	...
1st Mortgage	6,303,000	6*	June & Dec.	New York.	1895	...	Ill. State bonds, stg. coup. & reg.	32,700	6*	"	New York.	1870	...
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	"	1895	...	Ill. State bds, cur. coup. & reg.	35,400	6	Jan. & July.	"	1870	...
Vermont Central:							Lehigh Coal and Navigation:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1896	78	1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	...
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1897	40	2d Loan	5,606,122	6	"	"	1884	84
Equip. Loan (Vt. C. & Vt. & Ca.)	1,000,000	8	May & Nov.	"	1876	100	3d Loan	2,000,000	6	"	"	1897	...
Vermont and Massachusetts:							Gold Loan	5,000,000	6*	June & Dec.	"	1897	99
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91	Convertible Loan	1,201,850	6	"	"	1877	80
Vermont Valley:							Monongahela Navigation:						
1st Mortgage	386,000	7	April & Oct.	New York.	1890	...	1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	...
2d Mortgage	114,000	6	"	Boston.	1890	...	2d Mortgage	57,000	6	"	"	18—	...
3d Mortgage	293,200	7	"	New York.	1890	...	Morris (and Banking):						
Vicksburg and Meridian:							1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	86
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890	...	2d Mortgage	302,750	6	"	"	1876	...
" " 2d class	850,000	7	or	"	1890	...	Boat Loan	232,087	6	"	"	1885	77
" " 3d class	154,000	7	April & Oct.	"	1890	...	North Branch:						
" " 4th class	1,263,000	7	"	"	1890	...	1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	...
Funded Coupons	420,000	7	"	"	...	...	Schuylkill Navigation:						
Special Loan	200,000	8	"	"	...	...	1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	81
Virginia Central:							2d Mortgage	3,980,670	6*	Jan. & July.	"	1882	69
State Loan	210,000	6	Jan. & July.	New York.	1891	...	Improvement Loan	1,601,670	6	May & Nov.	"	1876	61
1st Mortgage (guar. by State)	100,000	6	"	N. Y. & Rich.	1880	...	Susquehanna and Tide Water:						
2d Mortgage	206,500	6	"	"	1872	...	Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	...
3d Mortgage	983,000	6	"	"	1884	...	Coupon Bonds	1,250,000	6	"	Baltimore.	1878	58
Income and other unsecured bds	116,125	8	"	Richmond.	'70-'78	...	Preferred Interest Bonds	325,000	6	"	"	1894	...
Virginia and Tennessee:							Union (Pa.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	...	1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	13
2d Mortgage	23,500	6	"	"	1879	64	West Branch and Susquehanna:						
3d Mortgage (Enlarged)	990,000	6	"	"	1884	66	1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	...
Income Bonds	138,500	6	"	"	1866	...	Wyoming Valley:						
Funding Bonds (\$1,000,000)	738,000	8	"	"	18—	72	1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80
Warren:							MISCELLANEOUS BONDS:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	...	American Dock & Improvement:						
Warren and Franklin:							Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1886	97
1st Mortgage	1,937,000	7	— & —	Philadelphia.	18—	82	Western Union Telegraph:						
Warwick Valley:							1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	85
1st Mortgage	85,000	7	April & Oct.	New York.	1890	...	Bonds of American Tel. Co.	89,500	7	Jan. & July.	"	1873	...

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "t."

Year ending	Railroad			Rolling Stock			Company	Property and Assets			Liabilities			Abstract of General Balance Sheet			Operations			Earnings			Value of Shares																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
	Main Line			Branch Line				2d Track and Sidings			Railroad in progress			Engines			Pass.			Freight			Net			Dividends			Market			P. C.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
	M.	M.	M.	M.	M.	M.		M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.

[illegible]

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[illegible][illegible]

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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Abstract of General Balance Sheet.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
Property and Assets.				Liabilities.			Operations.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
Railroad.		Rolling Stock.		Assets.		Accounts and Cash.		Stocks.		Bonds.		Accounts.		Surplus Income.		Railroad Operated.		Trains Moved.		Passengers.		Freight.		Gross.		Net.		Dividends.		Value of Shares.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
Main Line.		Branch Line.		2d Track and Sidings.		Engines.		Pass.		Freight.		B. M. E.		Carr.		Years ending.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.	

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length of equiv. single track.	Horses and Dummies.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.		Value of Shares.		
							Bonded Debt.	Floating Debt.	Gross.	Net.	P. c.	Par.	Paid.	Market.	
Sept. 30, '88	7.37	91	12	Albany.....N.Y.	139,414	98,900									
Nov. 30, '88				Albany st. Freight (B'ton).Mass.		150,000									
Oct. 31, '88	31.00	12	35	Allentown.....Pa.	72,674	31,500	29,814	12,191	6,771	3,093			100	100	
Dec. 31, '88	3.25	480	80	Baltimore City.....Md.									100	100	
Sept. 30, '88	22.00	401	50	Bleek. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760			100	100	
Nov. 30, '88	3.53			Boston and Chelsea.....Mass.	110,000	110,000			8,800	1,193	6.8		100	100	
Sept. 30, '88	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0		100	100	
Sept. 30, '88	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000		664,652	184,914			100	100	
Sept. 30, '88	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.			100	100	
Sept. 30, '88	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000		1,197,309	283,938	12.0		100	100	
Sept. 30, '88	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422			100	100	
Sept. 30, '88	6.50	40	12	B'klyn, Prosp. P. & Flatb.N.Y.	434,600	254,600	300,000	1,487					100	100	
Sept. 30, '88	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021			100	100	
Sept. 30, '88	15.21	197	53	Buffalo street.....N.Y.	318,909	50,000	186,000	109,500	99,734	17,427			50	50	
Sept. 30, '88	7.85			Bushwick (Brooklyn).....N.Y.	264,982	262,200	2,000	5,040	20,508	72			100	100	
Nov. 30, '88	28.52			Cambridge (Boston).....Mass.	731,671	727,800	150,000	94	89,058	9.0			100	100	
Sept. 30, '88	1.76		39	Central City (Syracuse).....N.Y.	29,758	21,130	6,000		18,645	4,097			10	10	
Sept. 30, '88	36.00	561	149	Cen. P. & E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812			100	100	
Dec. 31, '88	9.20			Cincinnati street.....O.									100	100	
Oct. 31, '88	7.25	200	37	Citizens' (10th & 11th sts.) Ph.Pa.	179,635	192,750			227,369	95,876	32.1	50	19 1/2		
Oct. 31, '88	9.00	146	30	Citizens' (Pittsburg).....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44		
Dec. 31, '88	6.50			City Passenger (Cin.).....O.									100	100	
Sept. 30, '88	14.83	236	18	Coney Island (Brooklyn).....N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.			100	100	
Sept. 30, '88	22.89	792	116	Dry Dock, E.B. & B. (N.Y.C.)N.Y.	772,303	1,200,000	700,000		669,174	135,905			100	100	
Sept. 30, '88	3.50			Dunkirk and Fredonia.....N.Y.	42,605	34,815		2,448	8,721	3,443					
Oct. 31, '88	1.63	10	3	Easton and S. Easton.....Pa.	24,275	26,000	500		10,444	3,732		25	25		
Sept. 30, '88	18.00	872	160	Eighth Avenue (N.Y. City)N.Y.	1,455,161	1,000,000	203,000		804,791	190,391	12.0		100	100	
Dec. 31, '88	8.00	52	9	Fairhaven and Westville.....Conn.	152,917	150,000							100	100	
Sept. 30, '88	1.74	387	50	Fifth Ward (Syracuse).....N.Y.	27,533	26,170			6,761	2,468			100	100	
Oct. 31, '88	16.37	298	40	42d st. & Gr'd st. F. (N.Y.C.)N.Y.	1,041,204	748,000	260,000		341,781	85,664	10.0		100	100	
Sept. 30, '88	3.25	16	5	Frankford & Southwark (Ph.)Pa.	762,491	491,750	200,000		299,228	56,713	5.0	50	50		
Oct. 31, '88	6.36	18	6	Genesee & Water st. (Syr.)N.Y.	54,200	42,500	9,000	400	8,653	159					
Oct. 31, '88	34.25	356	51	Germantown (Phila.).....Pa.	562,270	112,245	350,000		322,439	85,644	37.4	50	15	30	
Oct. 31, '88	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000			117,342	25,119	8.5	50	17		
Sept. 30, '88	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000		72,870	5,321		100	100		
Oct. 31, '88	5.09	224	42	Green and Coates st. (Phila.)Pa.	236,220	150,000	100,000		187,103	22,887	7.5	50	15		
Sept. 30, '88				Greenpoint & Wm'g. (Bkn)N.Y.											
Sept. 30, '88	10.09	122	23	Harlm. Br. Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.		100	100		
Oct. 31, '88	2.14	60	12	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.		25	24		
Dec. 31, '88	9.00	19	6	Hartford & Wethersfield, Conn.	180,000	180,000							100	100	
Oct. 31, '88	13.17	345	78	Hest. Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431		50	50		
Dec. 31, '88				Hoboken and Hudson City.N.J.											
Dec. 31, '88				Hoboken and Weehawken.N.J.											
Sept. 30, '88	2.50			Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272				100	100		
Dec. 31, '88	10.47			Jersey City & Bergen Point.N.Y.											
Sept. 30, '88	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000			20,971	2,170	3 1/2	100	100		
Oct. 31, '88	5.20	113	21	Lombard and South st. (Ph.)Pa.	165,627	90,000	62,500	10,560	70,353	9,702	25	9			
Nov. 30, '88	4.03	48	9	Lowell Horse.....Mass.	69,416	55,530		2,080	29,240	3,411		100	100		
Nov. 30, '88	12.50	201	32	Lynn and Boston.....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.		100	100		
Nov. 30, '88	3.60			Malden and Melrose (B'tn).Mass.	60,246		52,600		24,472						
Nov. 30, '88	1.00			Marginal Freight (Boston).Mass.	177,624	177,700						100	100		
Nov. 30, '88	3.08			Medford & Charlestown (B'tn).Mass.	27,500	21,000	6,500		2,240			100	100		
Nov. 30, '88	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000		12,810	18,014	2,249		100	100		
Sept. 30, '88	6.00	58	13	Metropolitan (Brooklyn).....N.Y.	361,500	194,000	191,900	7,000	34,108	6,299		100	100		
Nov. 30, '88	42.86	791	156	Metropolitan (Boston).....Mass.	1,543,729	1,250,000		177,164	765,981	135,284	10.0		100	100	
Nov. 30, '88	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659		100	100		
Sept. 30, '88	12.20	180	52	Ninth Avenue (N.Y. City)N.Y.	468,322	797,320	167,000		95,848	595		100	100		
Nov. 30, '88	3.39	17	4	Northampton & Wm'burg.Mass.	300,000	300,000			13,884	562		100	100		
Nov. 30, '88	2.16	6	2	North Woburn (Boston).....Mass.	27,657	20,950	8,000	4,429	4,174	808					
Oct. 31, '88	7.25	73	13	Oakland & E. Liberty (Pbg.)Pa.	105,457	59,500	17,000	43,094	49,929			50	50		
Dec. 31, '88	17.5	167	28	Orange and Newark.....N.J.	682,438	289,550	380,000	26,500	147,327	24,479		50	50		
Dec. 31, '88	3.81			Peasenger (Cin.).....O.	100,000	100,000									
Oct. 31, '88	9.17	30	8	Peoples' street (Scranton).....Pa.	110,907	104,628			16,093	Loss.	15.	100	100		
Oct. 31, '88	7.07	271	48	Philadelphia City.....Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15		
Oct. 31, '88	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	90,000		40,374	11,622	4.	20	20		
Oct. 31, '88	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	298,548	285,307	5,500		87,643	16,274	7.	50	25		
Oct. 31, '88	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.5	50	31		
Oct. 31, '88	5.20	80	12	Pittsburg & Birmingham.....Pa.	108,488	82,000	10,600	30,082	70,706	8,881	7.35	50	41		
Dec. 31, '88	6.88	92	16	Portland.....Me.	160,300	160,300		600	45,007	12,809	7.	100	100		
Nov. 30, '88	5.89	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592				100	100		
Oct. 31, '88	8.00	48	12	Ridge Av. & Manayunk (Ph.)Pa.	179,635	120,500	63,300		36,111	Loss.	50	25			
Sept. 30, '88	10.50	96	22	Rochester and Brighton.....N.Y.	74,000	59,000	15,000		31,490	11,200		100	100		
Nov. 30, '88	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.		100	100		
Oct. 31, '88	3.96			Schuylkill River (Phila.).....Pa.	47,464	50,000						50	10		
Sept. 30, '88	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706		100	100		
Oct. 31, '88	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300		524,611	177,857	11 1/2	50	30		
Oct. 31, '88	5.62	110	17	17th and 19th street (Phila.).....Pa.	116,918	130,000		3							

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterisk (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds	Rate.	Paid.	Market Price.
RAILROAD STOCKS:					
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	7	...	...
Atlantic and St. Lawrence* guar.	2,494,000	4	4	...	...
Baltimore and Ohio, pref.	3,000,000	6	6	...	...
Berkshire* guaranteed.	600,000	7	7	...	...
Blossburg and Corning* guar.	250,000	5	5	...	...
Boston, Concord and Montreal, pref.	1,340,000	6	6	...	...
Buffalo, N. York and Erie* guar.	950,000	7	7	...	...
Camden and Atlantic, pref.	600,000	7	7	...	...
Catawissa* pref. and guar.	2,200,000	7	7	...	...
Cayuga and Susquehanna* guar.	589,110	9	9	...	...
Cedar Rapids & Missouri* preferred and guaranteed.	755,000	7	34	...	...
Central Ohio, preferred.	400,000	7	7	...	...
Chemung* guar.	380,000	8	6	...	...
Cheshire, preferred.	2,017,815	7	3	75	...
Chicago and Alton, pref.	2,425,400	7	10	160	...
Chicago, Iowa and Nebraska* guar.	2,600,000	10	10	...	...
Chicago and Northwestern, pref.	16,356,287	7	10	99	...
Cleveland and Mahoning* guar.	2,056,000	7	7	...	...
Cleveland and Toledo* guar.	6,260,000	3	3	...	...
Conchoche, preferred.	177,750	8	8	...	...
Connecticut and Passumpsic Rivers, preferred.	1,822,100	6	6	80	...
Cumberland Valley, 1st pref.	241,900	8	8	114	...
" 2d pref.	242,000	8	8	...	...
Delaware* guaranteed.	594,261	6	6	...	...
Detroit & Milwaukee* preferred and guaranteed.	1,500,000	6	6	...	...
Dubuque and Sioux City* preferred and guaranteed.	1,988,170	7	7	97	...
Dubuque Southwestern, pref.	330,308	7	7	...	...
Eastern (N. H.)* guaranteed.	492,500	8	8	...	...
Elmira, Jefferson and Canadigua* guaranteed.	500,000	5	5	...	...
Elmira and Williamsport* guar.	500,000	5	5	...	...
Elmira and Williamsport* preferred and guaranteed.	500,000	7	7	83	...
Erie, preferred.	8,536,910	7	7	...	...
Hannibal and St. Joseph, pref.	5,263,836	120	120	...	...
Harrisburg and Lancaster* guar.	1,182,550	7	7	...	...
Housatonic, preferred.	1,180,000	8	4	64	...
Huntingdon & Broad Top Mountain, preferred.	190,750	7	3	...	...
Joliet and Chicago* guar.	1,500,000	8	8	...	...
Joliet and Northern Indiana* guar.	300,000	8	8	...	...
Lackawanna and Bloomsburg, pref.	500,000	7	7	...	...
Leeds and Farmington* guar.	2,646,100	7	7	...	...
Little Schuylkill* guar.	211,122	9	102	...	...
Louisville, Cincinnati and Lexington, preferred.	6,586,135	6	23	...	...
Marietta and Cincinnati, 1st pref.	4,051,744	6	8	...	...
" 2d pref.	1,000,000	9	9	...	...
Manchester and Lawrence* guar.	586,800	10	10	...	...
Michigan Southern, guaranteed.	323,375	10	10	...	...
Mill Creek and Minn. Hill* guar.	3,214,250	8	105	...	...
Milwaukee and P. du Chien, 1st pref.	1,014,000	7	7	...	...
" 2d pref.	8,050,892	7	84	...	...
Milwaukee and St. Paul, preferred.	3,775,000	8	8	...	...
Mine Hill and Schuylkill Haven* guaranteed.	282,250	12	12	...	...
Mount Carbon & Pt. Carbon* guar.	1,344,000	2	2	...	...
New Haven and Northampton* guar.	1,500,000	8	150	...	...
Niagara Br. and Canadigua* guar.	1,000,000	6	6	...	...
North Eastern (S. C.), preferred.	155,000	8	8	...	...
Ogdensburg and L. Champlain, pref.	1,037,000	8	106	...	...
Ohio and Mississippi, pref.	3,500,000	7	79	...	...
Patterson and Hudson* guar.	680,000	8	8	...	...
Patterson and Ramapo* guar.	248,000	5	5	...	...
Peoria and Bureau Valley* guar.	1,200,000	6	6	...	...
Philadelphia and Erie* guar.	6,996,700	10	10	...	...
Philadelphia and Reading, pref.	1,551,800	10	10	...	...
Philadelphia and Trenton* guar.	1,099,120	10	10	...	...
Pittsfield and North Adams* guar.	450,000	6	6	...	...
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	...	...
Portland, Saco & Portsmouth* guar.	1,500,000	6	6	...	...
Portsmouth and Concord* guar.	350,000	7	7	...	...
Richmond, Fredericksb. & Potomac, guaranteed.	142,900	7	7	...	...
Rochester and Genesee Valley* guar.	557,500	7	7	...	...
Rutland, preferred.	2,040,000	7	7	...	...
St. Louis, Alton and T. H., pref.	445,596	6	34	...	...
Sandusky and Cincinnati, pref.	576,050	5	5	...	...
Schuylkill Valley* guar.	869,450	5	5	...	...
Shamokin Valley & Pottsville* guar.	1,300,000	7	7	...	...
Tol., Peoria & Warsaw (W. D.) pref.	1,700,000	7	7	...	...
" (E. D.) pref.	1,000,000	7	7	...	...
Toledo, Wabash and Western, pref.	274,000	7	7	...	...
Troy and Greenbush* guar.	2,500,000	8	8	...	...
Vermont and Canada* guar.	1,408,300	7	7	...	...
Warren* guar.	200,000	6	6	...	...
White Mountains* guar.	317,050	2	2	...	...
Wrightav, York & Gettysburg* pref.	...	...	...	...	...

CANAL STOCKS:					
Delaware Division* guar.	1,633,350	8	8	...	...
Morris, preferred.	1,175,000	10	65	...	...
Schuylkill Navigation, pref.	2,888,997	6	38	...	...
Union, preferred.	...	6	6	...	...

MISCELLANEOUS STOCKS:					
Cumberland Coal, pref.	...	6	35	...	...
Mariposa Mining, pref.	5,714,400	7	15	...	...

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, #9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1.....	per ton	40	@	45
Pig, American, No. 1 (good to best).....	41	@	42	
Pig, American, No. 2.....	38	@	39	
Pig, American, Forge.....	36	@	37	
Bar, Refined, English and American.....	85	@	90	
Bar, Swedes, assorted sizes.....	(gold).82	50	@	87 50

Bar, Swedes, ordinary sizes.....	—	@	140	
Bar, English and American, Refined.....	—	@	92 50	
Bar, English and American, Common.....	—	@	87 50	
Scroll.....	120	@	150	
Ovals and Half-round.....	117	50	@	142 50
Band.....	117	50	@	—
Horse Shoe.....	117	50	@	—
Rods, #3-16 inch.....	97	50	@	155
Hoop.....	125	@	180	
Nail Rod.....	—	@	140	
Sheet, Russia, assorted No.'s.....	—	@	92	
Sheet, Single D. and T. Common.....	11	@	13	
Rails, English.....	(gold).....	per ton	55	50 @ 56
Rail, American.....	—	@	75	
Anvils, Engle.....	—	@	9	

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)				
English, Cast. (2d and 1st quality).....	per lb.	—	18	@ — 22
English Spring (2d and 1st quality).....	—	@	11	@ — 11½
English Blister (2d and 1st quality).....	—	@	11½	@ — 19
English Machinery.....	—	@	12½	@ — 15
English German (2d and 1st quality).....	—	@	14	@ — 16
American Blister "Black Diamond".....	—	@	10½	@ — 16
American, Cast, Tool, do.....	—	@	19	@ —
American, Spring, do.....	—	@	10	@ — 13
American Machinery, do.....	—	@	10	@ — 13
American German, do.....	—	@	10	@ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb. (Store prices.)				
Sheathing, New.....	per lb.	—	@	33
Bolts.....	—	@	35	
Braziers'.....	—	@	35	
Nails.....	—	@	40	@ — 35
Sheathing, etc., Old.....	—	@	22	@ — 23
Sheathing, Yellow Metal.....	—	@	27	
Bolts, Yellow Metal.....	—	@	27	
American Ingot.....	—	@	23	

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.				
Banca.....	(gold).....	34	@	34½
Straits.....	(gold).....	31½	@	31½
English.....	(gold).....	30	@	30½
Plates—Fair to good brands.....	(gold).....	30	@	30½
I. C. Charcoal.....	per box	8	37½ @ 8	62½ 12 @ 12 50
I. C. Coke.....	6	75 @ 7	50	9 25 @ 10 75
Coke Terne.....	6	12½ @ 6	25	8 75 @ 9
Charcoal Terne.....	7	75 @ 8	12½	11 25 @ 11 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.				
Crude, 40 @ 47 gravity (in bulk).....	per gall.	—	16½	@ 17
Crude, 40 @ 47 gravity (in shipping order).....	—	@	22	@ —
Refined, in bond, prime L. S. to W. (110 @ 115 test).....	—	@	29	@ — 30
Refined, Standard White (in ship's order).....	—	@	32	@ — 32½
Refined, prime White (in shipping order).....	—	@	32	@ — 33
Refined, S. W. (in merchantable order).....	—	@	32	@ — 32
Naptha, Refined, (60 @ 63 gravity).....	—	@	10	@ — 10
Residuum.....	per bbl.	6	25 @ 6	50

GLASS—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.				
American Window—1st, 2d, 3d & 4th qualities. New List.	6 by 8 to 7 by 9.....	per 50 feet.	7	75 @ 6
8 by 10 to 10 by 15.....	8	25 @ 6	50	
11 by 14 to 12 by 18.....	9	75 @ 7	—	
14 by 16 to 16 by 24.....	10	60 @ 7	50	
18 by 22 to 18 by 30.....	12	25 @ 8	—	
20 by 30 to 24 by 30.....	15	@ 9	—	
24 by 31 to 24 by 36.....	16	50 @ 10	—	
25 by 36 to 30 by 44.....	17	50 @ 12	50	
30 by 46 to 32 by 48.....	20	@ 13	50	
32 by 50 to 32 by 56.....	22	@ 14	50	
Above.....	25	@ 16	—	

(The above subject to a discount of 50@55 per cent.)				
French Window—1st, 2d, 3d and 4th qualities. (Single Thick.) (New List, March 11th.)				
6 by 8 to 8 by 10.....	per 50 feet.	8	50 @ 6	25
8 by 11 to 10 by 15.....	9	@ 6	75	
11 by 14 to 12 by 18.....	10	@ 7	50	
13 by 18 to 16 by 24.....	11	@ 8	—	
18 by 22 to 18 by 30.....	13	50 @ 9	—	
20 by 30 to 24 by 30.....	16	50 @ 10	—	
24 by 32 to 24 by 36.....	18	@ 12	—	
25 by 36 to 26 by 40 (3 qlts.).....	20	@ 16	—	
28 by 40 to 30 by 48 (3 qlts.).....	22	@ 18	—	
30 by 50 to 32 by 56 (3 qlts.).....	24	@ 20	—	
32 by 58 to 34 by 60 (3 qlts.).....	27	@ 23	—	

(Subject to a discount of 50@55 per cent.)				
English soils at 40@50 per cent. of the above rates.				

New York Stock Exchange.

Actual Sale Prices for the week ending June 9.

Th.3. F.4. Sat. 5. M.7. Tu.8. W.9

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New York Stock Exchange.

Actual Sale Prices for the week ending June 9.
Th.3. F.4. Sat.5. M.7. Tu.8. W.9

FEDERAL STOCKS:--

U. S. 5s, 1871, reg.	109	109	109	109	109
U. S. 5s, 1871, coup.	108	108	108	108	108
U. S. 5s, 1874, reg.	117	117	117	117	117
U. S. 5s, 1874, coup.	122	122	122	122	122
U. S. 5s, 10-40s, reg.	109	109	109	109	109
U. S. 5s, 10-40s, coup.	108	108	108	108	108
U. S. 5s, 1881, reg.	117	117	117	117	117
U. S. 5s, 1881, coup.	122	122	122	122	122
U. S. 5s, '81, O.W.L. y.	117	117	117	117	117
U. S. 5s, 1881, y.	117	117	117	117	117
U. S. 5s, 5-20s, reg. '62.	117	117	117	117	117
U. S. 5s, 5-20s, c. 1862.	122	122	122	122	122
U. S. 5s, 5-20s, reg. '64.	117	117	117	117	117
U. S. 5s, 5-20s, c. 1864. 117	117	117	117	117	117
U. S. 5s, 5-20s, reg. '65.	118	118	118	118	118
U. S. 5s, 5-20s, c. n. '65. 118	118	118	118	118	118
U. S. 5s, 5-20s, r. n. '65.	119	119	119	119	119
U. S. 5s, 5-20s, c. n. '65. 119	119	119	119	119	119
U. S. 5s, 5-20s, reg. '67.	119	119	119	119	119
U. S. 5s, 5-20s, c. 1867. 119	119	119	119	119	119
U. S. 5s, 5-20s, reg. '68.	119	119	119	119	119
U. S. 5s, 5-20s, c. '68. 119	119	119	119	119	119
U. S. 5s, Pac. R. Issue 107	119	119	119	119	119

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 8.

	W.2.	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.
Catawissa	37 1/2	38 1/2	39	39	38 1/2	38 1/2
Camden and Amboy	128	127 1/2	127	127	127 1/2	127 1/2
6s, 1870	88 1/2	89	89	89	88 1/2	88 1/2
6s, 1875	88 1/2	89	89	89	88 1/2	88 1/2
6s, 1883	88 1/2	89	89	89	88 1/2	88 1/2
6s, 1889	88 1/2	89	89	89	88 1/2	88 1/2
mort. 6s, '89 93	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
Elmira & Williamsport	92	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2
7s, pref.	92	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2
Lehigh Navigation	37 1/2	38 1/2	39	39	38 1/2	38 1/2
6s, 1884	84	84	84	84	84	84
Gold L.	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
R. R. L.	88	87 1/2	88	88	88	88
Lehigh Valley R.R.	56 1/2	56 1/2	56 1/2	56 1/2	56 1/2	56 1/2
6s new coup.	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2
6s new reg.	93	93	93	93	93	93
Little Schuylkill R.R.	45	45	45	45	45	45
7s.	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2
Minehill	65	65	65	65	65	65
Morris Canal	65	65	65	65	65	65
6s, 1876	90 1/2	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2
North Pennsylvania	90 1/2	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2
6s, 1880	90 1/2	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2
7s.	90 1/2	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2
10s, 1887	90 1/2	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2
Northern Central	49	49	49	49	49	49
Pennsylvania R.R.	58	57 1/2	57 1/2	57 1/2	57 1/2	57 1/2
1st M.	102	102	102	102	102	102
2d M.	102	102	102	102	102	102
Penn. State, 6s, 1st series 104 1/2	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
6s, 2d series.	107	107	107	107	107	107
6s, 3d series.	108	108	108	108	108	108
6s, W. L.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Philadelphia City, 6s.	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
new	100	100	100	100	100	100
Philad. Germ. & Nor.	49 1/2	49 1/2	49 1/2	49 1/2	49 1/2	49 1/2
Phila. & Reading	49 1/2	49 1/2	49 1/2	49 1/2	49 1/2	49 1/2
7s, 1893	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2
Philadelphia and Erie.	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2
6s.	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2
7s.	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2
Schuylkill Navigation.	10	10	10	10	10	10
pref.	20	20	20	20	20	20
6s, 1882	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2
6s, 1876	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2
6s, 1872	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2
Susq. Canal	58	58	58	58	58	58
6s, 1878	13	13	13	13	13	13
Union Canal, pref.	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2
6s, 1878.	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2
Heatonville, (Horse)	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2
Chestnut & Wal.	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2
Green & Coates	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2
2d and 3d streets	27	27	27	27	27	27
Spruce and Pine	27	27	27	27	27	27
15th and 16th sts.	27	27	27	27	27	27

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 8.

	W.2.	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.
Baltimore City 6s, 1875.	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2
1880	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
1890	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
Balt and Ohio	120 1/2	120 1/2	120 1/2	120 1/2	120 1/2	120 1/2
bonds, 1875.	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
1880.	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2
1885.	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2
Marietta & Cin. 1st M.	88	88	88	88	88	88
2d M.	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2
Northern Central	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2
bonds, 1885.	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2
1900. 85	85	85	85	85	85	85
N. W. Va. 1st mort.	95	95	95	95	95	95
2d mort.	90	90	90	90	90	90
3d mort.	90	90	90	90	90	90
City Passenger R. E.	90	90	90	90	90	90

Boston Stock Exchange.

Actual Sale Prices for the week ending June 9.

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9.
Boston and Albany	159	159	159	159	159	159
Boston and Lowell	142	142	142	142	142	142
Boston and Maine	142	142	142	142	142	142
Boston and Providence	135	135	135	135	135	135
Boston, Hartford & Erie 24 1/2	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2
7s, new.	65 1/2	65 1/2	65 1/2	65 1/2	65 1/2	65 1/2
Cheshire, pref.	75	75	75	75	75	75
Concord	75	75	75	75	75	75
Connecticut River	118	118	118	118	118	118
Eastern	118	118	118	118	118	118
Fitchburg	133	133	133	133	133	133
Manchester & Law're	130	130	130	130	130	130
Michigan Central.	129 1/2	130	131 1/2	130 1/2	130 1/2	130 1/2
Northern, N. H.	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2
Ogdens & Lake Champ 66	66	66	66	66	66	66
pref.	106	106	106	106	106	106
Old Colony & Newport	100 1/2	102	101 1/2	102	102 1/2	102 1/2
Ph. Wil. & Baltimore	54 1/2	54 1/2	55	54 1/2	54 1/2	54 1/2
Port'd, Saco & Ports.	110	110	110	110	110	110
Vermont & Canada	100	100	100	100	100 1/2	100 1/2
Vermont & Mass.	60	60	60	60	60	60
Vt. C. & Vt. & C. Eq. 8s.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Broadway (Horse).	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
Cambridge	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
Metropolitan	68	67 1/2	67 1/2	67 1/2	67 1/2	67 1/2
Middlesex	68	67 1/2	67 1/2	67 1/2	67 1/2	67 1/2
Central Mining Co.	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
Copper Falls	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
Franklin	18	18	18	18	18	18
Huron	61	61	61	61	61	61
Isle Royale	61	61	61	61	61	61
National	61	61	61	61	61	61
Minnesota	61	61	61	61	61	61
Pewabic	10	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
Pittsburg	10	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
Quincy	10	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2

London Stock Exchange.

	Closing May 21.	Prices May 14.
Atl. & Gt. West. N. Y. sec. 7 per ct.	65	70
1st mort., 1880.	55	60
Do. do., 2d mort., 1881.	55	60
Do. Penn., 1st mort., 1877.	60	65
Do. do., 2d mort., 1882.	55	60
Do. Consol. 7 per cent. mort. 1890.	25 1/2	24 1/2
Detroit and Milwaukee 1st mort. 7s.	61	63
Do. 2d mort. 8 p. c.	61	64
Erie shares 100 dol. all paid.	19	19 1/2
Do. sterig. 6 p. c. convertible bonds	65	70
Do. 3d mort. 7 p. c. 1883	60	65
Illinois Central, 6 per cent., 1875.	—	—
Do. Redemption mort. bonds 6 p. c.	98	101
Do. 7 per cent., 1875.	79	81
Do. 100 dol. shares, all paid.	94	95
Marietta and Cin. R. R. bonds 7 p. c.	75	80
New York Central, 100 dol. shares.	95	100
Panama General mort. 7s, 1897.	103	105
Penn. R. R. bonds, 2d mort. 6 per ct.	90	95
Do. General mort. 6 p. c. 1910.	85	88
Philadelphia and Erie 1st mort. 1881.	86	88
Do. with option to be paid in Phila.	86	88

American Railroad Journal.

Saturday, June 12, 1869.

Stock Exchange and Money Market.

In Money, a more active movement has been noted since our last, especially in the line of temporary loans to the stock houses, whose wants have been apparently more urgent but has been generally met with promptness, by lenders, particularly on private account, at the legal rate of seven per cent. The large dealers in the public funds have been amply accommodated at six per cent., as the rule. In discounts, the business has been on a moderate scale, and rates have been quoted at from 7@10 per cent. per annum, on strictly choice to good mercantile paper. The city banks, have been heavy losers, in the deposit and legal tender lines, during the week, the falling off in the former having been nearly four millions; and in the latter over 4 1/2 millions. The loss has been accounted for by the Treasury sales of Gold in excess of its purchases of 5-20s for the Sinking Fund, and by the free receipts of the week for Internal Taxes, which tell upon the Country Bank balances in New York, without reference to the quarter in which they are originally collected. The specie reserve of the banks showed a gain of \$1,179,903. The U. S. Sub Treasury added \$3,-

687,164 to its cash balances, closing the week with a reserve of over 79 1/2 millions, against \$75,891,046 the preceding Saturday.

The specie reserve of the city banks according to the latest return is \$19,051,133, against \$14,328,531 same time last year. The city bank deposits are now \$199,124,040, against \$209,089,655 week ending June 6, 1868. The legal tender reserve amounts to \$53,289,429, against \$68,822,028 same time last year. The circulation now stands at \$33,982,995, against \$24,188,159 same time last year. The loans are now \$275,919,609, against \$273,792,367 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged \$127,713,504 a day, against a daily average of \$130,274,748 the preceding week, and \$131,457,975 the week ending with May 19, 1869. The current week's exchanges average about \$131,906,119 a day. The city banks, last week, reported a gain of \$1,179,903 of specie, with a loss of \$3,931,558 of deposits, and \$4,520,944 of legal tender notes. They increased their loans, \$984,148; and their circulation, \$62,130.

The city bank exchanges on Wednesday were \$135,050,646, and the resulting balances, \$3,875,686.

National Bank notes to the amount of \$199,820 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to \$315,662,038, against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$15,819,856, leaving, with the existing 1,626 banks, (having an aggregate capital of \$418,858,931,) an actual circulation at this date, of \$299,842,182. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$342,891,200; and for the public deposits, \$28,786,350—making a total of \$371,677,550. The Treasury Department last week redeemed and destroyed \$390,400 of worn and mutilated fractional currency, and issued \$117,576 of new. The outstanding amount of fractional currency on the 1st of June, was \$33,452,523 against \$35,390,323, on May 1, \$36,719,912 on the 1st of April, \$36,781,548 on March 1, \$35,511,127 on February 1, and \$34,215,716 on the 1st of January.

the 1st of May, was \$16,807,200, against \$21,672,500, April 1, \$28,775,560, March 1; \$32,659,520 on Feb. 1, and \$27,036,020 on the 1st of Jan., 1869. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of \$2,852,000, and retired \$1,917,068 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during May, reached \$10,606,080.

Government revenues have been quite liberal, since our last, particularly in the line of excises, which last week, yielded about 7½ millions; customs at the port of New York, \$2,137,147 and at the outports about \$750,000 (in coin) more, making the grand total income for the week equal to about \$11,830,500 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were \$191,180,564. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about 147,500,000, according to the latest Washington advices. The customs yielded, same time, about 169 millions in gold.

Gold has been more freely offered and has been depressed and variable in price, on a less confident speculative, and quite limited export, demand. The customs inquiry has been up to a fair average. The range of the price through the week has been from 137¼@139¾; and the closing quotation on Wednesday was 139¼. The award of the million of Government Gold on Monday was made at from 138.63@138.76. The aggregate of the bids was \$5,905,000. The latest dealings showed a more active call for Gold, chiefly from speculative sources, leading to a rally in the price from the lowest figures of the week, to 139½@139¾, during the afternoon of Wednesday. The California steamer on Wednesday delivered \$75,212.

The customs of the port on Wednesday yielded \$424,500. The U. S. Sub-Treasury disbursed \$51,367 of coin interest, on that day.

The following shows the average business at the Gold Exchange Bank, during the past week, average amount of loans and discounts, \$1,501,264; average amount of specie, \$738,262; average amount of deposits, \$1,524,170.

The custom demand for Gold last week, averaged \$356,196 a day; thus far, this week, it has averaged \$337,223 a day, or equal to a weekly aggregate of \$2,223,338. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$150,380, and since Jan. 1, \$8,807,886, against \$3,241,313 same time in 1868. The receipts from California, since our last, have been \$75,212. The total customs revenue of the Government, in coin, at this port, from July 1, 1868, to date was \$117,598,305, against \$107,445,794 same time in the preceding fiscal year. At San Francisco, from Jan. 1, to May 28th, 1869, \$3,017,414, against \$3,323,323 same time last year.

The total receipts of California gold at this port, since July 1, 1868, have been \$19,156,022, against \$33,843,804 same time in fiscal year 1867-'68, showing a decrease in the current fiscal year, of \$14,687,878. The exports of specie, from this port, last week, were \$527,242, against \$3,575,594 same week last year; total, since July 1, 1868, \$35,689,891, against \$69,051,560 in 1867-'68. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin in-

terest on the public debt \$1,041,798; since July 1, 1868, \$85,819,029, against \$72,372,737 same time in 1867-'68. The specie exports from San Francisco, from Jan. 1, to May 28, 1869, were \$15,970,194, against \$15,623,792 same time in 1868.

Foreign Exchange has been offered less freely, and quoted firmer on a fairly active market. Bankers' prime sixty day bills on London closed on Wednesday at 109¼@109½, and on Paris to 5.22@5.16¼; sight bills on London to 110@110¾, and on Paris to 5.16¼@5.13¾. The offering of produce bills has been fair this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$3,587,763, against \$2,546,370 same week last year; total, since July 1, 1868, \$157,914,106, against \$170,335,668 same time in preceding fiscal year of 1867-'68.

Government securities have been moderately active during the week, on very limited offerings of the coin bearing obligations, at generally well supported prices, though there have been some trifling fluctuations in values, mainly the result of the changes in the Gold quotation. On Wednesday, the market exhibited rather more firmness, on a somewhat livelier inquiry from local and export purchasers. On Wednesday, the offers of U. S. 5 20s to the Sub-Treasury reached an aggregate of \$4,950,000. The accepted proposals for the million advertised for were as follows: Jay Cooke & Co., \$670,000 coupon 1867s at 116.21, \$80,000 coupon 1868s at 116.20, \$100,000 registered 1865s at 116.20; Fisk & Hatch, \$100,000 coupon 1867s at 116.20; O. A. Dodge, \$50,000 registered, 1868s, at 116.

U. S. sixes of 1881 closed here on Wednesday at 121¼@122; U. S. Five-twenties of 1862, ex-coupon, 122¼@122¾; U. S. Five-twenties of 1864 at 117¾@117½; U. S. Five-twenties of 1865 at 118¾@118¼; U. S. Five-twenties of 1865, consolidated, 119¾@119¾; U. S. Five-twenties of 1867, 119¾@119¾; U. S. Five-twenties of 1868, 119¾@119¾; U. S. Ten-forties at 108¾@109; U. S. Six per cent. currency bonds, 107@107½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	May 26.	June 2.	June 9.
Consols	93¾	92¾	92¾
U. S. 5-20s of 1862...	79½	80½	80¾
Erie	19	19¼	18¾
Ill. Central	95¼	96	94¼
At. & Great Western. .	..	..	25

Railway and miscellaneous share property has been more eagerly pressed for sale at lower and irregular prices, on a less confident speculative demand. Brooklyn loans have been in more request. Messrs. Jay Cooke & Co., corner of Wall and Nassau streets, are now the fiscal agents of the city and county for the sale of its bonds. They are offering the Prospect Park seven per cent. bonds at 100¼, and are marketing them more freely than these bonds have been recently disposed of. This particular loan is a fifty year obligation, bearing interest at the rate of 7 per cent. per annum, payable semi-annually.

Domestic Produce has been moderately active but variable in price. Middling upland cotton closed buoyantly on Wednesday at 31¼@31½ cts. per lb. The stock of cotton now here is estimated at about 60,000 bales. The receipts at the port this week, have averaged about 1,050 bales a day. The receipts at all the ports, since Sept. 1, 1868,

have been 2,211,000 bales, against 2,265,000 bales same time in 1867-'68; exports, same time 1,361,000 bales, against 1,651,000 bales same time in 1867-'68, stock on hand at latest dates, 153,500 bales, against 131,500 bales same date 1868. Total crops of 1867-'68, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 11,481 pkgs., against 10,926 pkgs., same time last year. From Boston, 4,002 pkgs., against 5,721 pkgs. same time in 1868. At the Live Stock markets, this week, Bees have been in moderate demand, at from 12@16½c., per lb.; week's receipts, 5,997. Milch cows, dull at from \$40@\$110 each, receipts, 80. Veal calves in less request at from 5@11c. per lb.; receipts, 3,197. Sheep and lambs more active at from 4½@8c., per lb.; receipts, 14,671. Swine in limited demand at from 8¾@9¾c. per lb.; receipts, 27,214.

Foreign merchandise has been in moderate demand and more firmly held. The total imports of foreign dry goods, last week, were \$1,262,530, and the total amount marketed \$1,194,324. The value of foreign merchandise imported last week, was \$4,169,700—making the grand total specie value of last week's imports of dry goods and merchandise, equal to \$5,432,230, against \$4,259,340 same week last year; total since July 1, 1868, \$272,864,674, against \$226,552,804 in 1867-'68. Ocean freights have been less active and quoted easier. For Liverpool we quote flour at 1s. 3d. by sail, and 1s. 6d. by steamer, per bbl.; grain at 5d. by sail, and 5½d. by steamer, per bushel; cotton at 1½d. by sail, and 1¾d. by steamer, per lb.; and heavy goods 10s. @25s. by sail, and 17s. 6d. @35s. by steamer, per ton. Total number of vessels in port on Wednesday, 522.

The New York exports, exclusive of specie, for the week ending June 8, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	\$2,546,370	\$3,587,763
Prev. reported	75,498,590	71,594,177

Since January 1.....\$78,044,960 \$75,181,940

The imports for the week ending June 5, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	\$1,047,219	\$1,262,530
Gen. merchandise	3,212,121	4,169,700

Total for the week.....\$4,259,340 \$5,432,230
Previously reported...101,743,795 134,905,774

Since January 1.....\$106,003,135 \$140,338,004

The balance in the Sub-Treasury on Wednesday was \$81,702,757 52.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New Jersey Central new bonds, 100; Toledo, Wabash and Western consol. bonds, 84; St. Louis and Iron Mt. 1st mort., 85; Marietta and Cincinnati 1st mort., 89; Mariposa 1st mort., 81½; New York Central subscription bonds, 87; Peninsular R. R. 1st mort., 76; Mil. and St. Paul 1st mort. Iowa Div., 92; Hannibal and St. Joseph Land Grant bonds, 108; New Jersey R. R., 130; York and New Haven R. R., 139; do., 6s, 95;

Long Island R. R., 50; N. Y. State 7s Bounty Loan, 111; Louisiana 6s, Levee bonds, 66½; do., 8s, Levee bonds, 87½; Georgia 7s, 97; Ohio 6s, 1881, 102; Alabama 5s, 67; Jersey City W.L., 93; Western Union Telegraph, 39½; Wilkesbarre Coal, 65; Boston Water Power Co., 62; Brunswick City Land, 8½; Adams' Exp. Co., 58½; Wells-Fargo Exp., 30½; Am. Mer. Union Exp., 39½; U. S. Exp., 66; Mer. Union Exp., 14½; Brevoort oil, 1.70; Central petroleum, 0.66; Consolidated Gregory gold, 3.20; Grass Valley gold, 0.50; Home Company petroleum, 6.25; Phillips Co. oil, 0.25; Quartz Hill Gold, 0.82; Smith and Parmelee gold, 2.80; United petroleum Farm, 0.15; United States, 1.00.

Philadelphia.—Junction R. R. 2d mort., 91; Phila. and Reading 6s, 1844-80, 91; Oil Creek and Allegheny River R. R., 43; Phila. and Trenton R. R., 127; Phila., Wil. and Balt. R. R., 54; Lehigh Nav. Conv. Loan, 80½; Morris Canal scrip, 67; Germantown Passenger R. R., 30; Pittsburg 5s, 72; St. Louis W.L., 105; Allegheny County 5s, 77; Camden County bonds, 95; Big Mt. Coal, 6; New Creek Coal, 5½; McClintock Oil, ½; Niagara oil, 2¼; Feeder Dam, ¾. The latest quotations are: City 6s, 93½@94; do., free of tax, 100½@100¼; State 5s, coupon, 98@93¼; do., 6s, W. L., 103@—; do., 1st series, 104@104½; do., 2d series, 107@107¾; do., 3d series, 108@108½; Reading, 49½@49¾; do., 7s, 1893, 105½@106; do., 6s, 1880, 90@90½; Camden and Amboy, 127¾@128; do., mort. 6s, 1889, 93@93½; do., 1883, 88¼@88½; Penn. R. R., 57@57½; do., 1st mort., 101@102¼; do., 2d mort., 96@96¾; Little Schuylkill R. R., 44¾@45; Morris Canal, 30@40; do., pref., 64@65; do., bonds, —@83; Susquehanna Canal, 13@13¾; do., 6s, 57@58; Sch. Nav., 10@12; do., pref., 20@20¼; do., 6s, 1882, 69¼@79½; Delaware Div. Canal, 49@50; do., bonds, 81@83; Elmira and Williamsport, 30@30¼; do., pref., 40@41½; do., 7s, 1873, 92¼@92½; do., 5s, 59@60; Lehigh Coal and Navigation, 36½@36¾; do., 6s, 1884, 83@84; do., R. R., Loan, 87@88; do., Gold Loan, 93¼@99; North Pennsylvania, 88@86; do., 6s, 90¾@91; do., Chattle 10s, 109@109; Philadelphia and Erie, 32¼@32¾; do., 6s, 88@88½; Minehill, 55@55½; Catawissa, 17@20; do., pref., 38¼@38½; Lehigh Valley, 56½@56¾; do., 6s, new, 94@95; Fifth and Sixth streets, (horse,) 36@37; Second and Third, 48½@49; West Philadelphia, 61@61¼; Spruce and Pine, 27@27½; Green and Coates, 39@40; Chestnut and Walnut, 48@48¼; Thirteenth and Fifteenth, 18@19; Girard College, 28@29¼; Tenth and Eleventh, 71@71½; Union, 44@—; Hestonville, 12@12¾.

Boston.—Vermont Central 1st mort., 78¼; do., 2d mort., 40; Summit Branch R. R., 22¼; do., 6s, 1870, 91; Eastern R. R. 6s, 1874, 95½; do., 1885, 94¼; Cedar Rapids and Missouri River R. R. 7s, 1916, 91¼; Chesire R. R. 6s, 1880, 92; Union Pacific R. R. 6s, 94; Burlington and Missouri River R. R. 8s, 1879, 100½; Ogdensburg and Lake Champlain R. R. 8s, 102; Eastern (N. H.) R.R., 114; Rutland R. R., 32; Conn. and Pass. Rivers R. R. pref., 90; Indianapolis and Cincinnati R. R., 16; Nashua and Lowell R. R., 140¼; Marginal Freight Railway, 30¼; Boston Water Power Co., 17; Cary Imp., 8½; Maine 6s, 99¾; Massachusetts 5s, 1883, gold, 108; New

Hampshire 6s, 1884, 99¾; Connecticut 6s, 99½; Vermont 6s, 1871, 100; St. Louis 6s, 85½; do., 7s, 95; Cambridge 6s, 1875@1887, 99½; Charleston 6s, 1874, 98¾; Chicago 7s, 97½; Boston 6s, 1874, currency, 101; Lynn 5s, 1882, 90¼; Allouez Mining Co., 4½; Calumet, 55; Hancock, 3¾; Phoenix, 9; St. Clair, 75c.; Superior, 37½c.

Baltimore.—Virginia 6s, old, reg., 50¾; Maryland 6s, 1883, Defense Loan, 100½; Richmond and Danville bonds, 72½; Western Maryland 2d mort., pref., 51; Orange, Alex. and Manassas 4th mort., 60; Memphis City 6s, 56; Parkersburg R. R., 23¼; George's Creek Coal, 69; Baltimore Copper, 46. The latest quotations are: Balt. and Ohio, 120¼@120½; do., 6s, 1875, 93¼@95; do., 1880, 93½@93¾; do., 1885, 91¼@92; Northern Central, 49@49¼; do., bonds, 1885, 88@—; do., 1900, 85@86; Parkersburg Branch, 23¼@23½; N. W. Va. 1st mort., 95@96; do., 2d mort., 91@95; do., 3d mort., 1885, 88@90; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1892, 89½@90¾; do., 2d mort., 70@70½; Central Ohio, 31@31½; do., 1st mort., 83@84; Western Md. 6s, 1890, 69@75; do., guar., 90@95; do., 2d mort., guar., 89@—; Richmond and Danville bonds, 72@72¼; Baltimore 6s, 1875, 92@92¾; do., 1886, 93@93; do., 1890, 93½@94; do., 1893, 92@95; do., 5s, 1838-70, 73@80; City Passenger R.R., 18½@21; George's Creek Coal, 69@70; Santa Clara, 1.50@2.00; Atlantic Coal, 3.00@3.25.

Safety on Railroads.

COMPRESSED AIR APPLIED TO BRAKES.

Recent experiments on the Erie Railway have demonstrated the utility of a newly applied power for stopping trains, which secures highly satisfactory results as a preventive of accidents.

The compressed-air brake places the entire train under the control of the engineer, who is able to bring his train to a full stop within a distance of six hundred feet while going at the rate of twenty-five miles an hour. The services of brakemen are not required; the engine-driver performs the whole service by a simple manipulation of the mechanism of the atmospheric apparatus. Thus, if the engineer sees, or suspects, danger ahead, instead of "whistling down brakes," and waiting for the guards to "break up" the train, he instantly applies the whole power of the air apparatus on the whole train; and by the same movement the engine itself lends its whole power as a brake, without danger of accident to the machinery.

The element of power is simply pure air, which at the will of the engineer is forced into the cylinders, forming a "cushion," which becomes harder with each revolution, and the retarding force is consequently rapidly multiplied. At the same time, while the power of the engine is exerted to oppose the motion of the train, the air is forced into a special reservoir, and the power applied directly to all the brakes throughout the train, by means of a strong india-rubber tube passing under the cars and fitted with double valves at the couplings, so that any number of the cars may be detached and switched off without disarranging the air apparatus of the cars remaining attached to the locomotive. The jarring, grating noises of the ordinary method of putting on the brakes are altogether avoided. There is no strain on the "running gear;" the engine-driver is able at will to regulate and modify the force of the brakes; while, as there is no limit to the amount of power which can be developed, the length or weight of the train are of no importance.

The feature of this novel invention which will receive the largest share of the attention of rail-

way managers is the closing of the exhaust into the smoke arch, or pipe, and the opening of a passage by which pure air, unsoiled with ashes or cinders, is admitted into the steam cylinder, thereby preventing excoriations of the pistons and cylinders, and avoiding injury to the machinery, involving expensive repairs.

The new apparatus can be readily adapted to any locomotive. It is at present to be seen in full operation on the Erie road, on the train which leaves daily at 3:45 p. m. for Middletown.

From the Bridgeton (N. J.) Patriot.

Railroad Improvements in New Jersey.

Within the past nine years South Jersey has made rapid strides in traveling facilities. In 1860 there were but eight miles of railroad between Camden and Cape May and the towns on the Delaware, while now there is one hundred and sixteen in running order, besides the Marl company's road, and the twelve miles between Woodbury and Swedesboro' already graded for the iron. In addition to the above is the Camden and Atlantic of sixty miles, running from Camden to Atlantic City. The Vineland Railroad now under contract will add fifty-five miles more to this District. This road is being rapidly graded between the junction with the West Jersey Railroad and the Delaware Bay, a distance of twelve miles and which will be completed during the Summer. We took a look over that portion of the road under contract to Pratt & Kimble, which extends from Sheppard's mill to the Cohanssey and found them pushing the work through vigorously. The section they have has the heavy work of the road, some of the cuts being eighteen feet. There are also a number of bridges, among them one over the canal of the nail works, and over the Cohanssey Creek. They have been delayed, owing to the failure of getting the right of way, and much of their work is now in the heavy cuts. We understand that they have given satisfaction to the company, and their work is well done. Their work would have been nearly completed had the right of way been secured early in the winter, but owing to this failure it will be August before their section is finished, and it is expected they will take another section which they will push with dispatch, as they understand their business.

The distance between Vineland and Winslow is also under contract, and will be completed before cold weather. The subscribers to the stock should see that their subscriptions are paid in as they become due, so that those having charge of the work will not have to stop for want of funds. Such improvements add much to the value of property, and as this will make a direct route to New York it will no doubt be a paying road from the time of its completion. Mr. C. K. Landis, President of the road has energy, as is evidenced by the success of Vineland, and he is as vigorously pushing the Vineland and New York Railroad.

Work upon the Air Line Railroad, from Atlanta, Ga. to Anderson Court House, S. C., is being energetically pushed forward, and the present prospect is that before Winter sets in the cars will be running over the first twenty miles of the track.

By joint resolution of the National Legislature, approved April 10, 1869, the time for the completion of the Portage Lake and Superior ship canal is extended to the third day of March, eighteen hundred and seventy-one.

From Herapath's Railway Journal.
Railway Economy:—The Locomotive.

The cost of locomotive power forms a very important item in railway expenditure. It may be taken on an average at about double that of maintaining the permanent way on the same line, although this proportion will vary greatly according to circumstances; and as it forms so considerable an item in the accounts, it offers a proportionate field for the exercise of economy. The aggregate expenditure may be divided under two heads—the one embracing the cost of generating the power to draw the trains, and the other the cost of keeping the machine for generating and applying that power in working order. It offers a more intricate field for investigation than that of the permanent way, for this simply involves the question of providing the best and most economical means for supporting the rolling load, in fact an apparatus only required to exercise the passive qualities of support and resistance to the wear and tear imposed on it by the active power of the engine; but the locomotive engine itself is a complicated machine, and its construction in such a manner as to develop economical working requires a large amount of practical experience, technical and scientific attainments of a high order, embracing a considerable knowledge of chemistry, together with mechanical and philosophical engineering.

Notwithstanding the great advance being made by mechanical engineers generally in philosophical knowledge, it is astonishing how far from perfection are their productions generally when chemical operations form part of the means used to mechanical results, and how greatly the actual effect produced falls short of the theoretical. This would indicate that pure mechanical science had arrived at a much more advanced stage of development than the sister science chemical philosophy; for instance, a good mechanical engineer having a given amount of mechanical power at his disposal, derived (say) from a fall of water, a steam engine, or other source, will utilize that power in any way desired by transferring it with the aid of mechanical appliances in such a perfect manner that a very small percentage of it will be lost; but place at his disposal a pound of coal which is known to contain within itself a certain amount of power, and ask him to utilize it in the most economical manner he is acquainted with, and it will be found that the utmost he can do will be to obtain about one-tenth of the theoretical duty, the remaining nine-tenths being lost or dissipated.

That such is the case is known to those who have investigated the subject, and that it is capable of proof is fully admitted. It has been ascertained by careful laboratory experiments that 1 lb. of carbon will convert about 12 lbs. of water into high pressure steam, and it can also be conclusively demonstrated that if that steam be applied in a theoretically perfect manner it will raise in round numbers 10,000,000 lbs. one foot high, but the average duty done by the best Cornish pumping engines is only about 1,000,000 lbs. raised one foot, or about one-tenth of the full theoretical duty, and these are the most economical engines known. But when we descend in the scale we find a much more marked discrepancy; the next engine in rank to the Cornish engine in economical working is the double cylinder, or Wolfe engine, the duty of which in its most improved form, and aided by the mechanical perfection in the working parts which can now be attained, may be taken at about 750,000 foot pounds. The next in order, the improved form of double-acting Boulton and Watt engine, will barely accomplish 500,000 foot pounds, while high pressure non-conducting engines, which class includes the locomotive engine, seldom reach 300,000 foot pounds of duty.

Now when it is known that the same pound of coal or coke which is burnt in the furnace of a locomotive boiler is really capable of performing a duty of 10,000,000 foot pounds, if the means employed for its utilization are in perfect accordance with theoretical deductions, it appears almost incredible that the mechanical appliances for converting the pound of coal into power should be

so deficient, and that in the case of the locomotive engine, aye and even in the best type of locomotive, less than one-thirtieth of that power is utilized in drawing the trains, and that the remaining twenty-nine parts cannot be accounted for. This is a matter which deserves grave consideration. It is not only a question for the railway Shareholder to con over in relation to the amount of his dividend, but as the same thing goes on to a more or less extent wherever coal is consumed, it is a question of the highest national importance. Nature in her beneficence has buried in the soil of this country an almost illimitable quantity of power in the shape of that valuable mineral coal. It is known and admitted that the wonderful prosperity to which Great Britain has attained is in a chief measure derived from this source, in supplying the power requisite to develop her numerous manufactures, drive her steam ships, and drag her railway trains, and yet this power is being wasted as a prodigal wastes his substance, and with the same indifference as to the future. But is such a course wise, is it consistent with the practical notions which, as a rule, actuate men in this practical country? It would seem as if the general notion with respect to our coal fields is of such an indefinite character as to impart the idea, from their great extent, of their being inexhaustible, but such an idea requires but a moment's consideration to expose its absurdity: granted that our coal-fields are extensive, the impression made on them is only beginning to become apparent, yet extensive though they be, finite they are, and when anything finite is drawn upon unceasingly and at an increasing rate probably as the square of the time, the end will surely arrive, and that probably much sooner than expected. Knowing, then, how greatly the prosperity, nay, perhaps, even the existence of this country as a first-rate power is dependent on our coal, does not the matter deserve our serious attention? ought we to be satisfied in dissipating this mine of wealth and prosperity with which nature has so bountifully provided us, and destroying twenty or thirty pounds of this valuable mineral only to obtain the effect of one? "*Mais revenons a nos moutons*"—let us return to our locomotive.

When the Liverpool and Manchester Railway first commenced working, the amount of coke consumed in drawing one ton a distance of one mile was found to be about 7 lb., but now on the London and South Western Railway, where Mr. Beattie's improved coal burning engines, fitted with his feed-water heating apparatus, are employed, the same duty is accomplished with an expenditure of about 2 lb. of coal. We quote these engines as being, we believe, the most economical of all the improved varieties lately introduced, although those of several leading locomotive engineers approach them closely; and yet a careful estimate of the work even they perform only gives a duty of under 300,000 foot pounds for one pound of coal, notwithstanding their consumption is less than one-third of the first engines used on the Liverpool and Manchester Railway. Here, then, we have extraordinary progress, and at the same time a result still a long way off from theoretical perfection. It will therefore form a most interesting enquiry to ascertain how this great advance has been obtained, and by what means a still nearer approach to perfection can be brought about.

We have before stated that 1 lb. of carbon is capable of converting about 12 lbs. of water into steam, and that if the steam so obtained be employed in a theoretically perfect manner it will raise 10,000,000 lbs. 1 foot high. Now, if we compare these two standards of duty with the actual, evaporation obtained in the locomotive engine and the amount of work done respectively, we shall be able to determine under which head the greatest loss occurs. The evaporative power of locomotive boilers as at present made may be taken on an average at from 9 lbs. to 9½ lbs. of water per lb. of coal or coke, which thus amounts to about three-fourths of the theoretical effect, so that of the 29 out of the 30 parts of the theoretical duty lost only about 7 parts, or one-fourth,

can be attributed to defective combustion or imperfection in the mechanical means employed in transferring the heat resulting therefrom to the water and converting it into steam, the remaining 22 parts being lost in applying the steam after it has been generated, or in converting that steam into power, that is to say the loss in using the steam is about three times as great as the loss in producing it.

It is therefore evident that there is a larger scope for the exercise of economy in the locomotive in introducing improved means of using and preventing waste of the steam than in the apparatus for producing it; and this also accords with the past history of the locomotive engine, as it is mainly in the construction of the boiler and in the means introduced for burning coal, heating the feed water, &c., that the chief improvements have been made, and it appears to be generally admitted that there is not now room for much greater improvement in this direction.

When we compare the amount of work done by a given quantity of coal in the modern coal burning engine with the duty of the early coke burning engines, and find that in them 1 lb. of good coal now does more than three times the work formerly obtained from 1 lb. of coke, we must admit that very satisfactory progress has been made; and this has been brought about by the able and scientific manner in which the subject has been investigated by our leading locomotive engineers, and the increased amount of chemical and philosophical knowledge they have brought to bear in connection with their practical mechanical skill.

Whatever might have been the precise reasons that led the first inventors of the locomotive engine to adopt coke as fuel, it was at that time undoubtedly a judicious selection. No doubt its freedom from smoke had much to do with it, and a notion seemed to prevail in the earlier days that a given weight of good oven coke would evaporate not only a greater quantity of water than the same weight of coal, but even more than the coal from which it was originally produced, and that this was an error has only of late years been demonstrated; but there was one other quality that gave coke the preference over coal for a locomotive boiler which might have had its influence, viz., the much less quantity of oxygen carbon requires than hydrogen to effect perfect combustion.

It has now, however, been satisfactorily ascertained that good coal, if perfectly consumed, will evaporate as much as and even more than an equal weight of oven coke, and consequently as much more than the coke produced from it as is represented by the loss in conversion. That this fact should have remained in doubt so long seems strange, for the very operation of converting the coal into coke evolves a large amount of heat which is lost in the process, and it is clear that if this heat were utilised the total effect produced from it and the coke combined must be more than from the coke alone. This view of the case has no doubt led to the introduction of coal in place of coke as a fuel in locomotives, and means have been devised to increase the supply of oxygen and to maintain the gaseous products of the coal at a sufficiently high temperature to ensure their perfect combustion.

Carbon, or coke which is nearly pure carbon, requires 2.66 times its weight of oxygen, or 1 lb. will require about 138 cubic feet of atmospheric air at 60° to effect perfect combustion, but hydrogen, the most valuable product of the bituminous portion of the coal, requires no less than eight times its weight of oxygen to burn it; but then the quantity of hydrogen contained in coal of average quality does not amount to more than about one-twentieth of the carbon, so that the total quantity of air required for the perfect combustion of 1 lb. of coal is about 150 cubic feet, or only 12 cubic feet more than required for the combustion of the same weight of coke, but the amount of heat generated from the combustion of the hydrogen is about five times as great as that from the same weight of carbon, so that the actual amount of heat derived from the hydrogen, in the coal is about one-fourth that of the carbon,

although the quantity of carbon is twenty times as great.

This will show what a wasteful error has been committed in dissipating the hydrogen, which possesses five times the heat producing powers of the carbon, in order to convert the coal into coke before using it; and what a mistaken notion it is to suppose that the employment of coal in place of coke necessitates a very much larger supply of oxygen; this is not the difficulty that has had to be overcome, the real difficulty lies in the fact that coal is a compound substance, whose component parts have different affinities for oxygen, and that the bituminous portion will distill off into vapor at a less heat than is necessary to effect combustion, whereas coke is a simple substance, which can only be converted into gas at a heat sufficient to burn it when in contact with oxygen; with coke, therefore, it is only necessary to ignite it in the fire box and supply the requisite quantity of air to obtain perfect combustion, but with coal other means have to be resorted to in order to raise the volatile ingredients up to a sufficiently high temperature, and bring them in contact with the requisite supply of oxygen to effect their combustion before they can escape.

It is to effect these objects that the ingenuity, chemical and philosophical knowledge of our locomotive engineers have been taxed in no slight degree, and a large amount of success has attended their efforts. There are now many plans in operation differing much in the details of their construction, but all aiming at carrying out these principles, and by which a large saving in the consumption of fuel has been effected, the expenditure per ton mile having during the last thirty years been reduced from about 7 lb. of coke to from 23 to 30 lb. of coal, while a still further reduction of about 15 per cent. more has been effected by heating the feed-water, which in Mr. Beattie's engines brings the consumption down to about 2 lb. of coal per ton mile; but even this, as before stated, falls short of theoretical perfection by nearly 25 per cent., so that in this field there is still some room for further improvement, and we cannot yet say that even the most perfect coal-burning engines are entirely free from smoke; and the worst feature in them is that the smoking generally occurs while the engine is at rest at the stations, which is no doubt owing to the supply of air being less than when the engine is at work and the blast is drawing the air into the furnace, but this nuisance is certainly diminishing, and no doubt further improvements combined with good stoking will eventually cure it.

We cannot, however, look forward in future years to as great an advance in the economical production of steam as we have seen accomplished during the last thirty, as that would go beyond the theoretical effect, and therefore if further important economy is to be obtained we must search for it in improving the means of using the steam. Here is a mine open to us which has scarcely yet been touched, nearly 75 per cent. at present lost, and this capable of being regained, perhaps not wholly but certainly to a large extent, if proper means are employed; but we must reserve the examination of the causes of this loss and the principle upon which the remedy should be applied for a future article.

The State Treasurer of North Carolina has delivered to H. S. Cowan, Esq., President of the Wilmington, Charlotte and Rutherford Railroad Company, \$1,000,000 of North Carolina State bonds for that road. Mr. Cowan will call a stockholders' meeting on the 28th of July next, to elect officers of the road.

The Raritan and Delaware Bay Railroad is being put in order, so that through trains to Philadelphia can be run. This will be a great accommodation to many localities between Manchester and Philadelphia. New rails are to be laid on the road beyond Manchester.

Statement of the Public Debt, June 1, 1869.

DEBT BEARING COIN INTEREST.						
Authorizing Acts.	Character of Issue.	Rate.	Amount Outstanding.	When Redeemable or Payable.	Accrued Interest.	When Payable.
June 14, 1858	Bonds, 1874	5 per ct.	\$20,000,000	After 15 yrs. from Jan. 1, 1859	\$416,667	Jan. and July.
June 22, 1860	Bonds, 1871	5 per ct.	7,022,000	After 10 yrs. from Jan. 1, 1861	146,292	Jan. and July.
Feb. 8, 1861	Bonds, 1881	6 per ct.	18,415,000	After Dec. 31, 1880	460,375	Jan. and July.
March 2, 1861	Oregon War, 1881	6 per ct.	945,000	20 years from July 1, 1861	23,625	Jan. and July.
July 17, and Aug. 5, 1861	Bonds, 1881	6 per ct.	189,317,400	At pleasure of Gov't after 20 yrs. from June 30, 1861	4,732,935	Jan. and July.
Feb. 25, 1862	Bonds, 5-20s.	6 per ct.	514,771,600	Redeemable after 5 & payable 20 yrs. fr. May, 1, '62	2,573,858	May and Nov.
March 3, 1863	Bonds, 1881	6 per ct.	75,000,000	After June 30, 1881	1,875,000	Jan. and July.
March 3, 1864	Bonds, 10-40s.	6 per ct.	194,567,300	Redeemable after 10 & payable 40 yrs. fr. Nov. 1, '64	2,432,091	Mar. and Sept.
March 3, 1864	Bonds, 5-20s.	6 per ct.	3,882,500	Redeemable after 5 & payable 20 yrs. fr. Nov. 1, '64	19,413	May and Nov.
June 30, 1864	Bonds, 5-20s.	6 per ct.	125,561,300	Redeemable after 5 & payable 20 yrs. fr. Nov. 1, '64	627,806	May and Nov.
March 3, 1865	Bonds, 5-20s.	6 per ct.	203,327,250	Redeemable after 5 & payable 20 yrs. fr. Nov. 1, '65	1,016,636	May and Nov.
March 3, 1865	Bonds, 5-20s.	6 per ct.	332,998,950	Redeemable after 5 & payable 20 yrs. fr. July 1, '65	8,324,974	Jan. and July.
March 3, 1865	Bonds, 5-20s.	6 per ct.	379,534,450	Redeemable after 5 & payable 20 yrs. fr. July 1, '67	9,488,361	Jan. and July.
March 3, 1865	Bonds, 5-20s.	6 per ct.	42,539,350	Redeemable after 5 & payable 20 yrs. fr. July 1, '68	1,063,484	Jan. and July.
Aggregate of debt bearing coin interest					\$33,201,517	
Coupons payable May 1, 1869, and not presented for payment					5,860,486	
Total					\$39,062,003	
Less amount paid in advance					585,441	
Total accrued interest					\$38,476,562	
DEBT BEARING INTEREST IN LAWFUL MONEY.						
Authorizing Acts.	Character of Issue.	Rate.	Amount outstanding.	When Redeemable or Payable.	Acc'd Int. Est. 8 mos.	When Payable.
March 2, 1867 and July 2, 1868	Certificates	3 per ct.	\$53,075,000	On demand	\$1,061,500	Annually or on Redemption of Certificates.
July 23, 1868	Navy pension fund	3 per ct.	14,000,000	Interest only applicable to payment of pensions.	175,000	January and July.
Total debt bearing currency interest					\$1,236,500	
MATURED DEBT NOT PRESENTED FOR PAYMENT.						
Authorizing Acts.	Character of Issue.	Rate.	Amount Outstanding.	Matured.	Accrued Interest.	
April 15, 1842	Bonds	6 per ct.	\$5,000	Dec. 31, 1862	\$360	
Jan. 28, 1847	Bonds	6 per ct.	36,250	Dec. 31, 1867	2,175	
Mar. 31, 1848	Bonds	6 per ct.	89,850	July 1, 1868	9 mos. 4,043	
Sept. 8, 1850	Bonds, Texas Indemnity	5 per ct.	242,000	Dec. 31, 1864	12,100	
Prior to 1857	Treasury Notes	1 to 6 p. ct.	104,512	At various dates	3,185	
Dec. 23, 1857	Treasury Notes	5 to 5 1/2 p. ct.	2,400	March 1, 1859	120	
March 2, 1861	Treasury Notes	6 per ct.	3,300	April and May, 1863	198	
July 17, 1867	Treasury Notes, 3 years	7 3/10 p. ct.	35,000	Aug. 19, and Oct. 1, 1864	2,555	
March 3, 1863	Treasury Notes, 1 and 2 yrs.	5 per ct.	340,492	Jan. 7 to April 1, 1866	17,025	
March 3, 1863	Certificates of indebtedness	6 per ct.	12,000	Various dates in 1866	720	
Mar. 3, 1863, & June 30, '64	Compound Interest Notes	6 per ct.	2,956,350	June 10, 1867, and Oct. 16, 1868	573,532	
June 30, 1864	Temporary Loan	4, 5 & 6 p. c.	186,610	Oct. 15, 1866	7,650	
June 30, '64, & March 3, '65	Treasury Notes, 3 years	7 3/10 per ct.	1,507,100	Aug. 15, 1867, and July 15, 1868	102,718	
Total matured debt					\$726,340	
DEBT BEARING NO INTEREST.						
Authorizing Acts.	Character of Issue.		Amount Outstanding.			
July 17, 1861, Feb. 12, 1862	Demand notes		\$122,812			
Feb. 25, July 11, 1862, March 3, 1863	United States legal tender notes		355,964,432			
July 17, 1862	Postal Currency		33,452,323			
March 3, 1863, June 30, 1864	Fractional currency		23,340,720			
March 3, 1863	Certificates for gold deposited		23,340,720			
Aggregate of debt bearing no interest outstanding					\$412,852,287	
RECAPITULATION.						
Total debt, principal outstanding					\$2,593,231,251 04	
Interest accrued \$41,024,843 06, less amount of interest paid in advance \$555,441					40,469,402 06	
Total debt, principal and interest					\$2,633,670,653 10	
AMOUNT IN THE TREASURY.						
Coin belonging to the Government					\$51,839,469 49	
Coin represented by gold certificates of deposits					23,340,720 00	
Currency					19,984,555 07	
Sinking fund in bonds bearing coin interest and accrued interest thereon					3,093,295 42	
					128,258,039 98	
Amount of public debt, less cash in the Treasury					\$2,505,412,613 12	
Decrease of Public Debt during past month, \$13,384,777 97; decrease since March 1, 1869, \$20,050,046 89.						
BONDS ISSUED TO THE PACIFIC RAILROAD—INTEREST PAYABLE IN LAWFUL MONEY.						
Acts.	Bonds.	Rate.	Amount Outstanding.	Payable After.	Accrued Interest.	When Payable.
July 1, 1862, and July 2, 1864	Union Pacific Company	6 per ct.	\$25,998,000	30 years, from various dates	\$660,910	Jan. 1 and July 1
July 1, 1862, and July 2, 1864	Union Pacific, Eastern Div.	6 per ct.	6,303,000	20 years, from various dates	167,575	Jan. 1 and July 1
July 1, 1862, and July 2, 1864	Sioux City and Pacific	6 per ct.	1,628,320	30 years, from various dates	40,708	Jan. 1 and July 1
July 1, 1862, and July 2, 1864	Central Pacific	6 per ct.	2,362,000	30 years, from various dates	52,352	Jan. 1 and July 1
July 1, 1862, and July 2, 1864	Central Br. U. P., assignee of Atchison & Pike's Peak	6 per ct.	20,427,000	30 years, from various dates	467,493	Jan. 1 and July 1
July 1, 1862, and July 2, 1864	Western Pacific	6 per ct.	320,000	30 years, from various dates	40,000	Jan. 1 and July 1
Total amount outstanding					\$1,436,098	
Total accrued interest not yet paid					\$1,436,098 25	
Interest paid by United States					5,510,063 25	
Total					\$4,746,161 00	
Of this amount the United States has received for transportation, &c., the sum of					\$1,411,188 29	
Balance due the United States					\$3,334,963 21	

Journal of Railroad Law.

COMMON CARRIER—DELIVERY OF GOODS AT A POINT SHORT OF DESTINATION—ESTABLISHED USAGE—NOTICE TO CONSIGNEE.

The late action of *Herman vs. Goodrich* (21 Wisc., 536) was an action against the defendant as a carrier by water from Milwaukee to Port Washington in this State, for the value of a keg of liquor delivered to him by plaintiffs at Milwaukee, and for which defendant gave the following receipt: "Milwaukee July 11, 1865, Received of *Hermann & Hartman*, * * * to be forwarded without delay as directed in the margin.

M. MUELLER, WAUPACCA.

Boat to Port Washington,

One half brl. Whiskey. One keg liquor.

(Stamp.) (Signed.) G. HUSTON, Agent.

The defendant's evidence was to the effect that he was owner of a line of steamers plying between Milwaukee and Port Washington; that the goods above named were received to be carried on one of said boats; that they were sent on the day named in the receipt, and landed, about half past ten that night, at the north pier at Port Washington, and receipted for by one Blake, the owner of the pier, that this pier was the usual place for such vessels to land at that port, the only other pier being used only for lumber vessels; and that Blake, a few days afterward, paid defendant the freight on said goods. Defendant further testified, against objection: "Blake owns the pier at Port Washington to which my boat runs. He has a warehouse on it, and is a general receiver of freight; receives the goods and pays the freight, sometimes before and sometimes after he collects it; that is the end of it; he had no interest in the freight or boat." Plaintiff's evidence tended to show that Mueller, the consignee, on receiving a bill of the goods in question, "inquired five or six times for the missing keg; inquired on Blake's pier at Port Washington; the answer he received was that no such keg ever came there; he (Mueller) generally goes to the piers in Port Washington to get his goods coming from Milwaukee by boat; always settles the freight bills with Blake." This is substantially the whole of the testimony. The opinion of the court was delivered by

DIXON, C. J.—There can be no doubt the defendant was a common carrier of the goods; and the only question is, whether his liability ceased with a delivery to the wharfinger at Port Washington. The receipt may be some evidence to show that the goods were to be carried further; but if they were, and there was public means of transportation beyond Port Washington, it was the duty of the defendant to deliver the goods to some carrier from that place. This was the case of *Van Santvoord vs. St. John*, 6 Hill, 157, cited by defendant's counsel, where the goods were delivered to a responsible carrier at the end of the defendant's route. In the absence of proof of an established usage, delivery to a wharfinger, in such case, would be insufficient. But the proof is, that there was no public means of transportation beyond Port Washington, and the delivery of the goods by the defendant to the wharfinger at that place shows that he knew there was no such means. Port Washington was therefore the place of destination, and being the place of destination, it is conceded that the defendant's liability as common carrier was not ended by mere delivery of the goods to the wharfinger, but that he was further required to notify the consignee of their arrival, or to make some reasonable effort to do so. The defendant neither notified nor attempted to notify the consignee, and consequently must be held responsible for the loss.

We see no error in the rulings or instructions of the court, and the judgment must be affirmed.

By the Court.—Judgment affirmed.

THE HANSON CAB COMPANY,
OF NEW YORK AND BROOKLYN.
INCORPORATED MAY 6, 1869.

Capital, \$250,000, in 5,000 shares of \$50 each, with power to increase.

President, EDWARD W. BRANDON.

Hon. JAMES W. HUSTED, JAMES STUART PEARS, Vice Presidents.

S. P. SLATER, Treasurer, (with Messrs. Duncan, Sherman & Co.)

CHARLES H. PEASE, Secretary.

HENRY HOWARD BRANDON, Superintendent.

JEROME BUCK, Attorney and Counsel.

Bankers, Messrs. DUNCAN, SHERMAN & CO. DIRECTORS.

JEROME BUCK, No. 3 Broad st.

J. O. SEYMOUR, No. 89 Liberty st.

EDWARD W. BRANDON, No. 133 Water st.

H. VANDEWATER, City Hall.

THOMAS LANDON, Court of Common Pleas.

JAMES STUART PEARS, No. 103 West 14th st.

WM. J. KERR, Brandreth House.

ALEXANDER WILDER, Evening Post.

Hon. JAMES W. HUSTED, Peekskill, 84 Wall st.

The act to incorporate the above Company having been passed by the Legislature of the State of New York, the undersigned is prepared to receive subscriptions to the capital stock of the company.

Subscription, \$50 per share, of which \$12 50 per share is paid on subscribing, the balance to be paid at the call of the Directors; they agreeing to give due and proper notice to each subscriber, which notice shall in no instance be under 30 days.

The Company intend commencing operations as soon as 2,000 shares, equal to \$100,000 of stock at par, shall have been subscribed for. Respectfully,

S. P. SLATER, Treasurer,

(With Messrs. Duncan, Sherman & Co.)

By order of the Commissioners,

EDWARD W. BRANDON,

JEROME BUCK,

HENRY SPEAR.

Subscription books are also opened with

EDWARD W. BRANDON & CO., No. 133 Water st.

J. O. SEYMOUR, KENNARD & HAY, No. 89 Liberty st.

EXTRACT FROM CHARTER.

SECTION 6. The drivers of each vehicle belonging to said Corporation shall be entitled to demand and receive for the hire of such cab the fares here prescribed, as follows:

1. For any distance within and not exceeding one mile, for a single passenger, thirty cents; and for two persons, forty cents.

2. For any distance additional to one mile, for each mile and fractional part of a mile, for a single passenger, thirty cents; and for two persons, forty cents.

3. For any time within and not exceeding one hour, for a single passenger, seventy-five cents; for two persons, one dollar; and for any time additional, for each hour and fractional part of an hour, for a single person, seventy-five cents; and for two passengers, one dollar.

4. In addition to said fares, as here set forth, the said drivers are authorized to demand and receive one-half of the same in addition, when the passenger or passengers are so conveyed by them between the hours of twelve o'clock in the evening and six o'clock in the morning.

SEC. 7. No driver of a cab belonging to said Corporation, who is stationed at or near a railway

station, steamboat landing, or ferry, shall leave the seat of the cab on the arrival of the cars, steamboats, or ferryboats, nor shall he leave his stand till he shall be engaged by a passenger, or some person authorized by a passenger.

The above rates of fare cannot be increased; but the Directors, in the interest of the public at large and shareholders, intend reducing the price as soon as practicable to 20 cents per mile for one, and 25 cents for two persons; and 50 cents per hour for one, and 60 cents for two persons; the intention being to give the inhabitants of New York and Brooklyn the benefit of good, commodious and quick traveling, at rates which will place the vehicles within the reach of all.

ESTIMATE OF PROFITS ON FIFTY CARS.

50 hansoms, at \$700 each.....	\$35,000
100 horses, at \$250 each.....	25,000
50 sets of harness, at \$100 each.....	5,000

Total.....\$65,000

PROFITS.

50 cabs, with use of two horses per day, working 22 hours, at \$7 per day.....	\$127,400
Expenses.....	49,800

Balance.....\$77,600

75 per cent. on \$65,000.....48,750

Balance for incidental expenses.....\$28,850

EXPENSES.

Feed and stabling for 100 horses, at \$24 per month each.....	\$28,800
Wear and tear of horses, 10 per cent.....	2,500
Wear and tear of cabs, 10 per cent.....	3,500
Salaries of Working Manager, Secretary, Superintendent, Foreman of Yard and men.....	15,000

Total.....\$49,800

The above estimate for fifty cabs is merely to show what profit can be made; and it is but natural that an increase of the number of vehicles will considerably diminish the working expenses in proportion. The Company purposes to have 2,000 hansoms and cabs running by the end of the present year.

Western Pacific Railroad.

The San Francisco *Bulletin* says that this road will not only connect the Central Pacific Railroad with the Southern Pacific Railroad, but will also connect the former road with San Francisco. The name, "Western Pacific," will probably soon cease to be recognised. Twenty miles of this road, extending from San Jose to Alameda canon, were completed in 1866. This section was accepted by the government and bonds issued, and public lands were segregated for the same. Although this part of the road has been idle for two years while nothing was done on the other hundred miles, yet there has been no intention of abandoning the idle section, even if it could be done. Workmen are now engaged in putting in order.

The Alameda *Gazette* says there is some heavy work yet to be done in the vicinity of Livermore Pass. "One tunnel of 1,162 feet, has been driven at each end for a distance of about 381 feet, leaving about 500 feet more to be cut. The rock is a soft slate, which crumbles when exposed to the air, and requires 'timbering' immediately. There is but one longer tunnel than this on the whole line of the Central Pacific. There is also a 'deep cut' 1,400 feet long and 42 feet deep. This cut will not be finished before August, at which

time also the tunnel will be completed. The work is being done in the best possible manner, so that the whole, when completed, will be adapted to fast running. We may count, therefore, upon the extension of the Central Pacific Railroad, by way of Livermore Pass, to this city, practically in August next, or, at the latest, in the beginning of Autumn."

The Worcester County (Md.) Railroad Company has been organized by the election of a board of directors, with George S. Richardson, Esq., as President. Thomas D. Parnell was appointed Secretary and Treasurer.

Queen Anne's Railroad.

The directors of this road, the contractors, and agents of the Delaware Railroad met at Millington on the 3d inst., to make final arrangements for the completion and opening of the road as far as Sudlersville. The branch to Massey's will be ready by the 15th of June, and the Queen Anne's contractor proposes to finish to Sudlersville by the 25th of July, if the directors will furnish the cash.

HERMANN BOKER & CO.

50 CLIFF STREET,
NEW YORK,

MANUFACTURERS' AGENTS AND IMPORTERS OF

PUDDLED STEEL,
AND

IRON RAILS,

FROM THE

Funeke & Elbers Steel and Iron
Works,

TYRES, AXLES,
SPRINGS, &C.

WHIPPLE'S PATENT CAR SEAT.

The undersigned respectfully notify managers of railroads and others, that they will promptly prosecute all infringements of the above patent.

Having been informed that one Carr has been manufacturing this seat, and that he is offering it for sale to railroad companies, we hereby notify them that said Carr has no authority from us to manufacture or sell these seats, and all purchasers from him or any person, not an authorized agent of this Company will be prosecuted to the full extent of the law.

WHIPPLE MANUFACTURING CO.

Per E. Trowbridge, Treas.

DETROIT, May 23d, 1869.

SCOTCH PIG IRON.

ALL THE APPROVED BRANDS OF
NO. 1 SCOTCH PIG IRON.

In Yard, on Dock and to Arrive,

In Lots to Suit Purchasers. Apply to
HENDERSON BROTHERS,
6 Bowling Green,
New York.

EAST RIVER SCREW BOLT WORKS.

RYLANCE & CASKELL,

Manufacturers of Screw Bolts,

No. 433 EAST 25th ST., N. Y.

Sale of Rolling Stock by the United States.

SEALED PROPOSALS will be received by the undersigned, at the office of Messrs. Bristow & Wharton, No. 154 Fourth street, Louisville, Ky., until 12 o'clock, noon, June 20th, 1869, for two Locomotive Engines, nine Box and one Stock Car.

DESCRIPTION OF THE PROPERTY.

No. of Engine.	Builder.	Diam. of Cylinder.	Length of Stroke.	Diam. of Driv. W'l.	Length of Flues.	Diam. of Flues.	Dim's Fire Box.			Motion.	Weight.	Gauge.	When Built.
							Length.	Brea'h.	Depth.				
		Inch	Inch	Ft. In.	Ft. In.	Inch.	Inch	Inch.	Inch		Ton.	Feet.	
15	Moore & Richardson...	16	22	4 9	11 00	2	58	36	50	Link.	26	5	1859
152	M. W. Baldwin & Co....	16	24	5 0	10 11	2	60	34½	67	"	30	5	1864

The Engines and Cars are in running order, but need repairs. The above property is now on the New Orleans and Ohio Railroad, and can be seen and examined by application to the Officers of that Road, at Paducah, Ky. Proposals may be in detail, or in the aggregate. The United States reserves the right to reject any or all propositions. Terms Cash.

J. B. VAN DYNE,

Receiver for U. S.

FOR SALE.

THE JERSEY CITY LOCOMOTIVE WORKS CO.—in order to close their concern—offer for sale all the Machinery, Tools and Engineering Plant, situated at their Works, corner of Morgan and Steuben Streets, Jersey City.

The machinery was procured from the best Manufacturers and is in perfect order. A descriptive Catalogue, with price list, will be forwarded upon application to the Company's Agent,

WM. S. AUCHINCLOSS,
Jersey City, N. J.

WOOD, LIGHT & CO.,

MANUFACTURERS OF

ENGINE LATHES,

From 15 to 100 in. Swing, and from 6 to 30 feet long.

PLANERS,

To Plane from 4 to 30 feet long, and from 24 to 60 in. wide
Nasmyth's Steam Hammers, Gun Machinery,
Mill Work, Shafting and Hangers, Patent
Self-Oiling Box.

Warehouse: 107 Liberty Street, New York City. Manufactory, Junction Shop, Worcester, Mass.

THE OFFICE OF
THE MEMPHIS, EL PASO AND PACIFIC
RAILROAD COMPANY
IS PROVISIONALLY LOCATED AT

5121 22 BROAD STREET.

To Contractors.



SEALED PROPOSALS will be received by the undersigned until THURSDAY, July 1st, at the office of the ELIZABETH AND PADUCAH RAILROAD COMPANY, in Elizabeth, Hardin county, Kentucky, for the GRADUATION, TRESTLING, BRIDGE and CULVERT MASONRY, including 5,000 cubic yards of Bridge Masonry at Green river, on 40 miles of said railroad, between the 52d section and the town of Greenville, in Muhlenburg county. The work can be reached by steamboat from the Ohio river, to South Carrollton and Rockport, on Green river, or by rail to Bowling Green, and from thence by steamboat to Rockport. Specifications and profiles of the work can be seen at the Company's office in Elizabeth town on and after June 15th.

GEORGE MACLEOD,
Chief Engineer.

Elizabethtown, Ky., May 29, 1869.

Robert Merrill & Sons,

MANUFACTURERS OF

Ship's Compasses,

BINNACLES, LOGS, &c.:

Surveyor's & Engineer's Instruments,

MARINE, OPERA & FIELD GLASSES,

Sextants, Quadrants and Spy Glasses,

141 Water-St., N. Y.

ESTABLISHED 1821.

RAILROAD UPHOLSTERY GOODS.

Plushes, Reps, Damasks,
Curled Hair, Car-Seat Duck,
CAR-SEAT SPRINGS,
AND ALL UPHOLSTERERS' SUPPLIES.
HEAD LININGS MADE TO ORDER.

A. S. THORP & Co.,

163 William street, New York.

WILLIAMS, PAGE & CO.'S PASSENGER CAR LAMPS

FOR KEROSENE OR COAL OILS.

Centre Lamps for High Roof Cars.

• SIDE LAMPS AND SALOON LAMPS. •

THESE Lamps, now in use on a large number of Railroads are very neat and ornamental, and being enclosed in a Brass Case which is firmly secured to the car, entirely avoid the dripping of oil on Passengers and Car Cushions.

The Light is very strong and brilliant, lighting up the Cars so as to give them that bright and cheerful appearance so much desired by roads for the pleasure and comfort of their Passengers. These Lamps are strong and durable, and are as easily taken care of as any in use. A full sized drawing sent when requested.

The Saloon and Water Closet Lamp is the same form as the Side Lamp, but about half the size.
Manufactured and for sale by

WILLIAMS, PAGE & CO.,

91 Water St., Boston, Mass.

HARRISBURG Car Manufacturing Co.,

HARRISBURG, PENNSYLVANIA,

MANUFACTURE

Passenger, Mail, Baggage, Box, Gondola, Coal,
and all other kinds of

RAILROAD CARS,

RAILROAD CAR WHEELS AND CASTINGS,
BRIDGE AND ROLLING MILL CASTINGS, BRIDGE RODS, BOLTS,

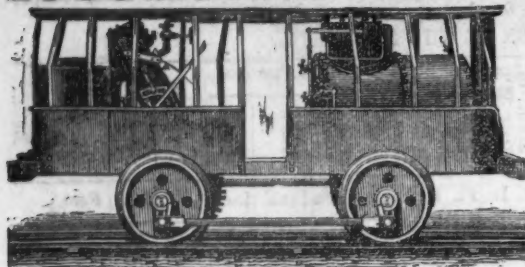
AND

RAILROAD FORGINGS.

W. T. HILDRUP, Superintendent.

WILLIAM CALDER, President.

GRICE & LONG, LOCOMOTIVE AND CAR BUILDERS.



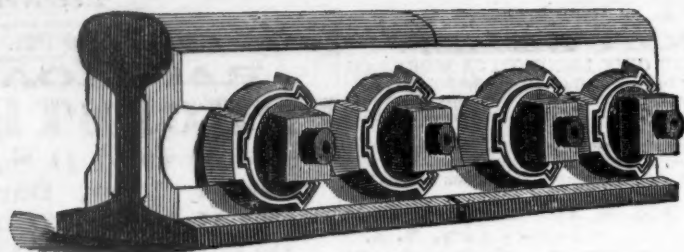
MINING LOCOMOTIVES,
FURNACE LOCOMOTIVES,
CONTRACTORS' LOCOMOTIVES,
QUARRY LOCOMOTIVES,
SHIFTING LOCOMOTIVES,

Adapted to Tunnels, having $5\frac{1}{4}$ feet headway, and 30 inches gauge of road, and upward. The mining engines are now being worked at Summit Hill mines at a cost of \$4 per day.

CARS OF ALL DESCRIPTIONS.

Office & Works, 1340 Beach St., Philadelphia.

PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail,

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

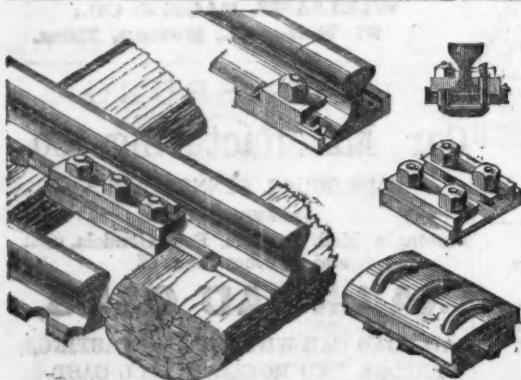
That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.



FISHER'S PATENT
Wrought Iron
RAIL JOINTS,
MADE BY
FISHER & NORRIS,
TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

RAILROAD TIES.

CONTRACTS SOLICITED, FOR OAK, CHEST-NUT, CYPRESS, AND CEDAR, in quantities, as may be required. Apply to

THOMAS G. BENTON & SONS,
92 West Street,
New York.

3m9

A FOREIGN YOUNG MAN, HAVING A THOROUGH knowledge of Civil and Mechanical Engineering, acquired in France, Germany and Holland, desires an appointment. Salary no object. Apply to A. R., Room 46, No. 176 Bleecker st., New York. 2120

Jonathan T. Hobby,
MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island, N. Y.

PACIFIC MAIL Steamship Company's THROUGH LINE TO California and China.

Through rates, New York to San Francisco:

First Cabin.	Second Cabin.	Steerage.
Outside. \$275	Inside. \$225	\$150
		\$75.

CHANGE OF SAILING DAYS.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

On 1st, 11th and 21st,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

June 11, ALASKA, CAPT. GRAY, connecting with GOLDEN CITY, CAPT. LAPIDGE.

Steamer leaving June 11, connects closely with steamer GREAT REPUBLIC, leaving San Francisco July 3, for China and Japan.

NOTICE TO SHIPPERS—Freight for steamer ALASKA received until 4 P. M. on THURSDAY, June 10. All usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

A. WHITNEY & SONS CAR WHEEL WORKS,

Callowhill and Sixteenth Sts.,

PHILADELPHIA, PENN.,
FURNISH CHILLED WHEELS for Cars, Trucks, and Tenders. CHILLED DRIVING WHEELS and TIRES for Locomotives. ROLLED and HAMMERED AXLES.

WHEELS and AXLES FITTED COMPLETE.

BIGELOW & JOHNSTON, BROKERS.

New and Old Rails,
Fish Bars, Bolts and Nuts,
Chairs and Spikes,
Car Wheels and Axles,
Steel and Iron Tyre,
Pig, Bar and Scrap Iron, Etc., Etc.

48 Pine-St.,

EDWARD P. BIGELOW, } NEW YORK.
JAMMS JOHNSTON.

"Important to Railroad Companies."

SAFETY,
EFFICIENCY,
DURABILITY,
ECONOMY;

All Combined in the Safety Truck, for Locomotive Engines; Tested by ten years' use; Perfected by the best Engineering Skill in this Country and in England; Secured by Six Letters Patent; Adopted by Sixty-four Railroads; Between Five and Six Hundred in Operation in the United States; Extensively introduced in Nine Foreign Countries; Approved by Leading Locomotive Builders, Master Mechanics and Locomotive Engineers; Should be Universally Adopted.

Address "THE LOCOMOTIVE ENGINE SAFETY TRUCK CO.," 46 Cortlandt St., New York.

A. F. SMITH, President.

ALBERT BRIDGES, Treas. & Agent.

ODDIE & CO., Stock, Bond & Gold Brokers,

5 and 7 Jauncey Court,

43 Wall street,

NEW YORK.

ORVILLE ODDIE,

(Late Oddie, St. George & Co.)

JOHN W. ODDIE,

6

Holden, Hopkins & Stokes,
104 & 106 JOHN ST., NEW YORK,
Importers and Dealers in

IRON AND STEEL,

Also Agents for

Oxford Iron Company, Oxford,
OUT NAILS AND SPIKES,
AND RAILROAD SPIKES.

Agents "New Haven Car Company."

HAMILTON SQUARE
RUBBER WORKS.

C. V. MEAD & Co.,
Manufacturers of Superior Quality

INDIA RUBBER
CAR SPRINGS,
BRAKE TUBING, ETC.

P. O. Address Box 588, TRENTON, N. J.

TESTIMONIAL.

Baltimore, Md., April 16, 1888.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

JOHN OLIVER,

Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead. Mead's Springs are stamped Hamilton Square Rubber Works, Trenton, N. J.

C. V. MEAD.

E. L. HUTCHINSON,

E. S. MANNING.

G. W. NORTON.

VOSE, DINSMORE & CO.,

National Spring Works,

Manufacturers of

Volute, Rubber Center Spiral,

Compound Spiral, India Rubber,

And other

RAILWAY CAR SPRINGS

No. 1 Barclay-st., No. 15 La Salle-st.,
NEW-YORK. CHICAGO.

HEBBARD CAR SPRING CO.,

MANUFACTURERS OF

Patent Right and Left Spiral
STEEL CAR SPRINGS.



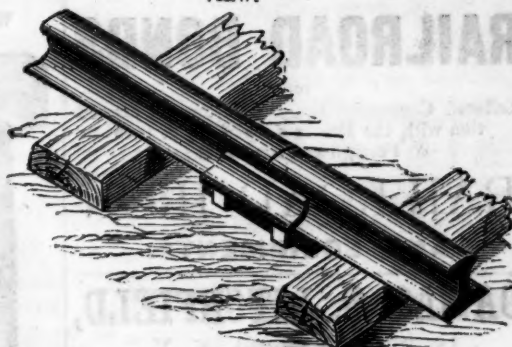
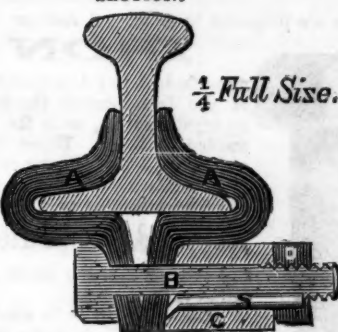
M. B. WASHBURN, Gen. Agent.
137-141 ELM STREET, N. Y.

Scott's Wrought Iron Clamp Truss Joint
FOR RAILROAD RAILS.

LENGTH 9 TO 12 INCHES,
WEIGHT 20 TO 30 LBS.

Has been tested to 24,000 lbs., between 24 inch bearings, (a 40 ton engine will not test it more than 10,000 lbs.) it is a TRUSS, supporting fully the ends of rails while suspended itself. This principle gives it a power that no chair has. Forty per cent. of rails now destroyed, will be saved by its use.

It is SIMPLE, can be put on broken or sound rails at once; will not stir from its position, and requires no renewal.



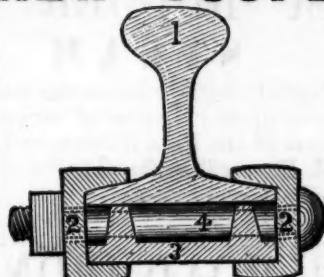
VIEW AND SECTION show position in place. A.—Is CLAMP-TRUSS. B.—Are two 3/4 inch Bolts. C.—An Iron Collar, (a prepared wood block can be used in its place if parties prefer it.) D.—Is the Nut. S.—The LOCK OF THE NUT, which prevents its jarring loose. The patentee is prepared to fill orders sufficient for four miles of track per day. Provision has been made to prevent sliding of the rails.

Particulars, address

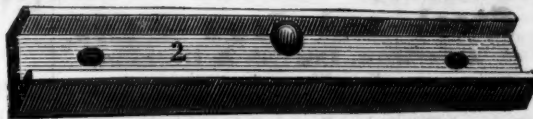
JOHN H. OSBORNE,
Morrisville, Bucks Co., Penn.

And **BENJ. SCOTT,**
New Brighton, Pa.

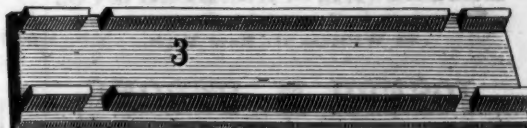
THE PHOENIX IRON COMPANY'S
PATENT
NEW SUSPENSION RAIL JOINT.



Cross Section of Rail Joint.



Side Clamps 14 in. long, showing Rail Stop.



Bottom Ribbed Plate, 14 in. in length.

The above diagrams show the general design of this new *Suspension Rail Joint*, which, after long and successful trial on the Philadelphia, Wilmington and Baltimore, and other Railways, is now offered to Railway Companies. The cut on the left gives a cross section of the finished joint, showing the rail (1) resting upon the ribs of the bottom plate (3), with the flanges of the rail and the bottom plate embraced by the side clamps (2), and held firmly in place by bolts (4.) In screwing up these bolts, the bite or grip between the bevel on the side clamps corresponding with the bevel on the flanges of the rail, insures great vertical and lateral rigidity to the joint.

Several careful tests have proved that the deflection of two pieces of rail thus fastened at their joints and subjected to a transverse strain between supports five feet two inches apart, was but a trifle more than that of the same rail uncut, tested in the same way. The value of the joint in this respect was 85 per cent. of that of the solid rail, while the best fish joints, similarly tried, gave less than 50 per cent.

No holes are required to be punched through the neck of the rail, nor slots in the flanges, only a quarter circle notch of about half an inch radius is necessary to be cut out of the corner of one of the flanges of the rail to fit the "stop" shown in the upper right hand cut. This is a very important consideration, as holes punched or drilled in the neck are apt to split the rail longitudinally, and in *Steel Rails* particularly, is the principal cause of breakage.

All that portion of the joint, shown in the cut of cross section, below the bottom of the rail, bears endwise against the cross-ties, and prevents any creeping of the track. It makes a very firm joint, does not get out of order, and can be fitted to any size of rail. When ordering, send a sample piece of rail two feet long. Address,

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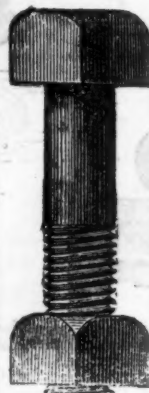
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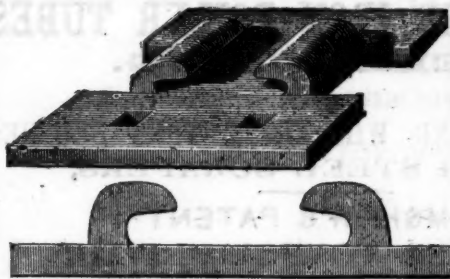
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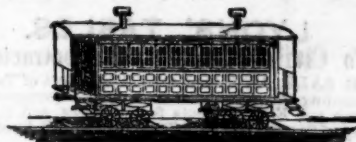
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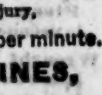
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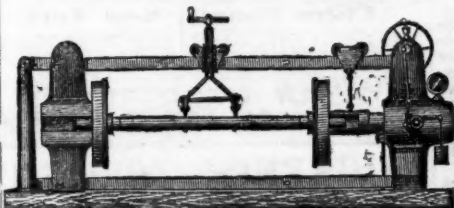
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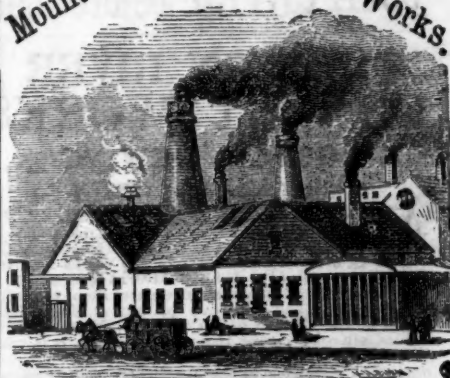
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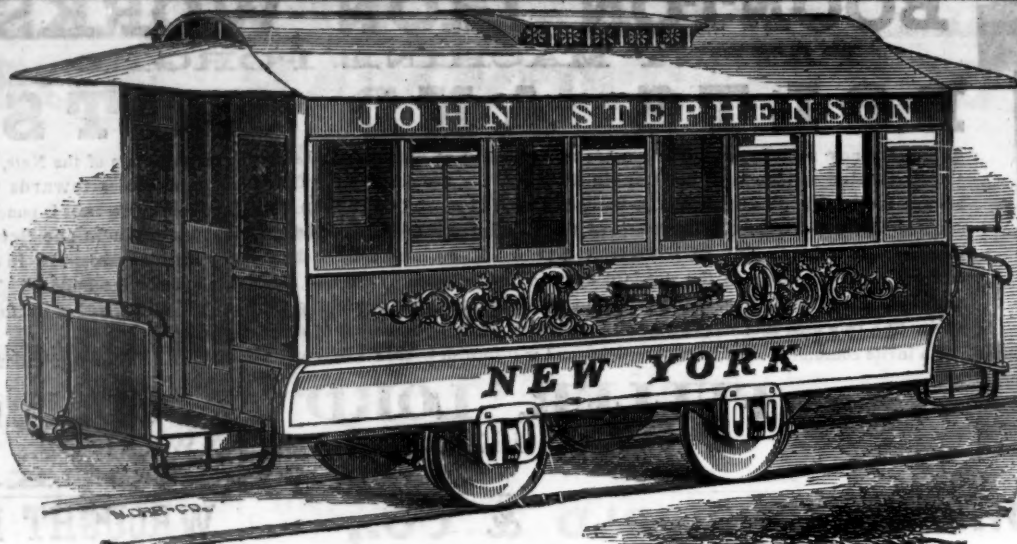
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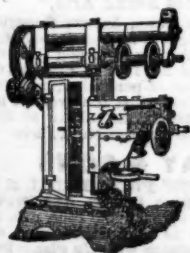
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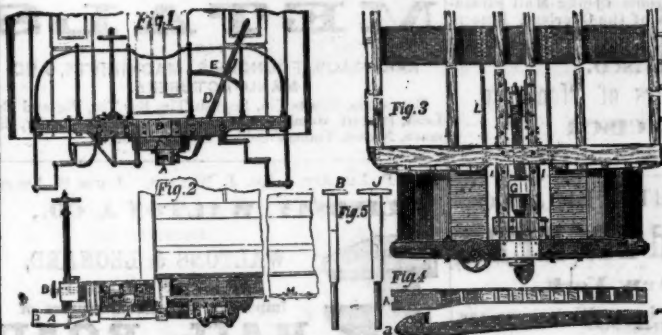
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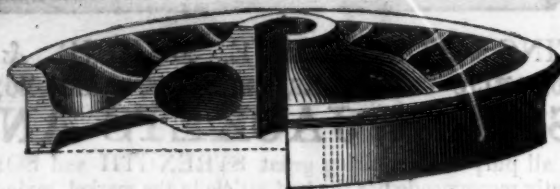
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